

Largest Circulation of any Shipping Paper.

SEAFARING

**THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
A Weekly Newspaper for Seafaring Folk and their Friends.**

No. 153.—VOL. 7. [Registered at the General Post Office.] SATURDAY, SEPTEMBER 26, 1891. [For Transmission Abroad as a Newspaper.] ONE PENNY.

SHIPOWNERS IN COUNCIL.

II.

Hearing there was to be another private meeting of shipowners, I determined to be there, so I altered my appearance as best I could, and presented myself at the door for admittance. The door-keeper eyed me rather suspiciously, I thought, but as I had been well dressed for the occasion I passed muster. I therefore walked in, and took my seat as much out of sight as possible. I had just arrived in time to hear my old friend, Mr. Skinflint (who was again in the chair), say that the subject down for discussion that evening was, "How to effectually smash up the Seamen and Firemen's Union," and that he should be pleased to hear any suggestions from the gentlemen present which would tend to that wished-for end. (Great applause.) He (the chairman) was sorry that their last meeting had terminated so suddenly, owing to there being a spy in the room, but he wished to tell them that he had taken every precaution against such an occurrence to-night. (Hear, hear.) Therefore he hoped every gentleman in the room would speak out freely on the subject before them.

Mr. Humbuggins said he had bribed a member of the Union to act the spy at the Tidal Basin Branch meeting last Friday, but he might have saved himself the trouble, for the information he received only went to show how thoroughly well organised they are in that direction. They appeared to be well informed. They knew every detail in connection with the plots that had been concocted to overthrow their Union.

It was a matter for deep regret that the Tidal Basin Branch did not believe in the reduction of the contributions, but on the other hand they were instructing the delegates to the Congress to support the six-pence-per-week contributions. They appeared to be a cute lot, and that fellow Fowler, their secretary, had got his head screwed on the right way. For his part he would like to give them all six months. (Applause.)

Mr. Bluster wished to call the attention of the gentlemen present to the fact that they were there to discuss ways and means of smashing up the so-called National Union, and not to whine over past failures. He had come there for business, and if they were not prepared for business he should leave the meeting.

Mr. Church-Chapel-Changeable thought they had all come there for business. Speaking for himself, he had only that afternoon had to excuse himself being present at the laying of a foundation stone of the new Royal Asylum for the Preservation of Vermin on purpose to attend that meet-

ing—(laughter)—and he assured them that it was at great personal inconvenience he was there. He would like Mr. Bluster to make some suggestion in reference to the subject before them.

Mr. Bluster was surprised that the last speaker had said nothing whatever in reference to the question at issue himself, but had merely called upon him to make a suggestion. However, in answer to that gentleman, he would say that the only solution to the question of how to smash up this infernal Union, would be to lay up the whole of the shipping, and starve the men into submission. He was confident that had the shipowners shown a bold front last winter, instead of a weak-kneed policy, there would have been no national Union of seamen and firemen now to contend with. The Union men had taken encouragement from the half-hearted way in which the shipowners, through their Federation, had dealt with them. He did not agree with the policy pursued by the Shipping Federation in connection with the Cardiff strike. It had been a muddle throughout, and had shown to the public that the shipowners were making an all-round attack upon the principle of Trades Unionism. And now, instead of having to fight the Seamen and Firemen's Union singly, he should not be surprised if they had to fight the whole combined forces of the labour army.

Mr. Church-Chapel-Changeable said that under the present circumstances it would be impossible to lay up the whole of the shipping. For instance, some of his own ships were in trades where foreign competition was so keen, that if once the ships were stopped running the trades would fall into the hands of the foreigner.

Mr. Swindle did not agree with the last speaker. It was all moonshine about the foreigner taking away our trades. That had always been the cry of the large shipowners.

Mr. Hardist would ask Mr. Swindle whether he had not been paid for any services he might have rendered to the Shipping Federation, when he had laid up some craft that they could not get sufficient free labour to work?

Mr. Swindle, in reply, said that he did not consider himself sufficiently remunerated for the services rendered.

Mr. Grindem wished to know if their valuable time was going to be wasted in this manner. It was such shipowners as Mr. Swindle who got them all a bad name. (Hear, hear, and interruption.) Mr. Grindem, continuing, said that it was such unscrupulous men as Mr. Swindle who bought up old worn-out craft, and patched them up and sent them to sea in a disgraceful unseaworthy condition, caring very little whether they returned or not, as they

had been well insured. (Great interruption.)

The Chairman: Order, gentlemen, I cannot allow this to go on. It is disgraceful. (Uproar.)

Mr. Swindle: I appeal to you, Mr. Chairman. I have been grossly insulted, and I demand an apology.

Mr. Grindem: I refuse to give any apology whatever, for I have only spoken the truth, which I am prepared to prove. (Hear, hear, and great confusion.)

At this juncture the chairman, finding that he could not get order, adjourned the meeting for a week.

Your humble servant will attend, if possible (to represent the Union). Look out for further reports.

THE MAN WITH A CARPET BAG.

IN THE DOG WATCH.

At the present moment, when the Shipping Federation are advertising their proposed benefit funds and benevolent intentions towards seamen, the important letter and declaration which we this week print on page 4, regarding the widow and the Shipping Federation, should help to open the eyes of seafaring folk and their friends.

As we go to press we learn that the Shipping Federation have endeavoured to persuade the widow referred to "to sign a paper certifying to their gentle and humane bearing" towards the widow's messenger, who was shown the shipowners' article commented on by us last week, "which fairly set her wild with indignation at the falsehoods contained in it." Who is the inventor or furbisher up now, Messrs. Federationists?

At the recent Trades Union Congress at Newcastle-on-Tyne, the general secretary of the Seamen's Union, though that Union is but in its infancy, had, with one exception, the highest number of votes of all the Unionists elected on the Parliamentary Committee, which says much for his popularity with Trade Unionists. In the field of politics he has just had another triumph, the Liberal and Radical Association of Deptford having, by an overwhelming majority, adopted him as their candidate for Parliament at the approaching election.

For some time past certain officials of the Shipmasters' and Officers' Union have tried to get us to wash their dirty linen in public, which we have been averse to do simply

because the result would have been to smash that Union up, which we were not prepared to take the responsibility of doing. But now that this has been done by a shipowners' paper which has no scruples about smashing up Unions of seafaring men, that organisation may be regarded as dead, though the burial may be delayed till certain explanations are forthcoming. The funeral ceremony may possibly be more lively than the Union has lately been, and that ceremony may be prolonged. But that the Union is dead, and that we had no hand in killing it, is clear, and the question for those who have the masters' and officers' interests at heart is, what is to be done to replace it?

When SEAFARING some time ago stated that shipowners employed prostitutes to damage the Seamen's Union, a howl of indignation arose from one of the shipowners' papers, but nobody ventured to refute the statement. Here is a letter that speaks for itself:—

The latest move of the Shipping Federation in their desperate attempts to secure adherents to their ranks, is one at least the most disgraceful I have yet heard of. Had I not been personally the proposed victim of the attempted revival of the old time-worn dodge of Shanghaing, I would certainly not have believed the story I am about to relate to your readers, to put them on their guard against a repetition of it. I was sauntering along the streets the other night after my day's work was over, when I was accosted by a well dressed female, and in the most persuasive tones solicited to adjourn with her to a house close by, where I might remain for a few days and enjoy myself free of charge, until a ship suited to my fancy might arrive that I might ship in her under the "Federation" flag. I can assure you, Mr. Editor, nothing but the respect I bear to the fair sex (being a married man myself and the father of a family) prevented me from knocking her down. I only hope this trick will be repeated, and I will take care to have one of my shipmates about as a witness, and I am not the man my shipmates take me to be if these dames are not forced to reveal the name of their employer.

Our correspondent's experience is far from novel. It is notorious that the shipowners have for a long time employed prostitutes, brothel keepers, and others, to injure the Union. This is one of the base ways in which the shipowners spend their money.

The other evening the present writer, being invited to dinner by a friend, there met a wealthy merchant, who was very severe on the modern seaman. That gentleman's views on the subject were, however, considerably modified before the party broke up. For the benefit of others who do not know seamen as we do, we must state that Mr. Pearson, a member of the Glasgow Branch of the Seamen's Union, is anxious to have it known that the remarks he made last week at the Glasgow Branch meeting, on Mr. Cayzer, of the Clan Line, having a preference for coolie labour, were founded on what he had been told, not what he knew. Mr. Pearson, though perhaps "only a common sailor or a fireman," is clearly a gentleman, as his anxiety to do justice to even an opponent shows. Would

that there were as many gentlemen among the shipowners as among the seamen.

Mentioning the Glasgow Branch of the Seamen's Union reminds us of the fact that, in spite of the conduct of the late secretary, Boyd, that Branch is flourishing in the very able hands of the present secretary, Mr. McBride, to whom, we may state, seamen are indebted for many a valuable contribution to SEAFARING. Mr. McBride is one of the most able, loyal, and energetic officials that the Union has ever had, which is saying much, and he fully deserves the support of the Glasgow seamen.

Mr. Clarke Russell, the eminent nautical novelist, who is unrivalled as a descriptive writer, is to be invited to attend the annual meeting of the Seamen's Union next month. As he is such a martyr to rheumatism that he has to be wheeled about in a Bath chair, and being unable to hold a pen has to dictate his novels to his son, it is very doubtful whether he will accept the invitation. But if he should it will be interesting to hear from him what he now thinks of the article in the *Daily Telegraph* a few years ago ridiculing the idea of a Seamen's Union, and arguing that such a combination was quite impossible. It would, however, be unkind to ask a guest such a question, and if he accepts the invitation we hope such a question will not be put. It is not his fault that he is not a prophet. Surely it is enough that he is the most brilliant of nautical descriptive writers, and a seaman to boot, who deserves to be honoured for his great gift, however much we may deplore that it was so long used to fill the coffers of the Jews, who have made such fortunes out of poor men's brains by the *Daily Telegraph*.

Our correspondence columns have been filled to overflowing with suggestions of late, some wise, some foolish. As there are signs that some of their authors are losing their tempers, we are afraid that, while anxious as far as possible to be fair all round and let every man have his say, we shall have to stop the correspondence altogether, unless personal attacks be avoided.

Meanwhile one suggestion has reached us which we are requested to call immediate attention to, in order that the delegates to the Union's annual meeting may, before attending it, have the opportunity of discussing the matter with the members they represent. The suggestion is that the best thing the Union can do regarding SEAFARING is to pay from a penny to three-halfpence per month per member for it, on condition that every member who happens to be in any port where a Branch of the Union exists, shall be entitled to a free copy of the current number of the paper while he remains in that port. So long as a single copy of the paper is made to do for whole crews, ranging from three to 150 men, the present method of supplying the paper cannot be satisfactory.

AMERICAN LAKE SEAMEN.

"Journal of the Lake Seamen's Benevolent Association, 1891," is the title of a publication, resembling in size and appearance an English monthly magazine, con-

taining "proceedings of the annual Convention, and other matters pertaining to the marine interests of the Great Lakes" of America. In the preface we read:—

We, the seamen of the Great Lakes, have formed this Organisation for the purpose of devising some proper means so that all members may obtain a fair share of the products of their labour, and that the struggles we have had shall be a thing of the past. We believe, from past experience, that for this organisation there is but one perfect form of government, and that is a uniform mode of action, whereby all members may enjoy equal rights and equal privileges in common with each other. To obtain these rights we must not question the religion, politics, or nationality of a member, and must ever bear in mind that in unity there is strength; the motto of our Organisation to be, "One for All, and All for One." That benevolence, one to another, is a golden rule, and we therefore establish the beneficent feature of this Organisation, so that the sick can be cared for and the widows assisted.

Having seen the need of thorough organisation in our own trade and calling, and feeling that our common cause and the universal sympathy of all who work in marine matters demand us to urge for the affiliation and consolidation of all seamen of this country in one common bond of brotherhood, having for its object the elevation of our moral and social standing, and in advancing the material interests of our trade that will tend to serve the best interests of our employers, while at the same time it will elevate our own condition. In order to do this ourselves, and lend a helping hand to all other Labour Organisations, where it lies in our power, we have organised the Lake Seamen's Benevolent Association.

To this is added the following editorial:—For mutual benefit and aid, for the assurance that our families may not be dependent upon the cold charity of the world, the seamen of the Great Lakes have formed an Association, non-sectarian and non-political in its character, but partaking more of the beneficiary and fraternal order. To perpetuate such an Organisation it has been deemed advisable to issue a paper in this form to contain marine and commercial matters of interest to our Association and the marine trade in general. With this object in view, we have respectfully solicited advertisements from the merchants identified in our respective lines in a business way, announcements of the special wares and merchandise in which they deal. Every seafaring man, from captain to cook, will appreciate such tokens of acknowledgment of the endeavours of the Association, and the result will be that mutual benefits will accrue to all concerned, and the merchant will extend the knowledge of their wares and enhance their business very materially.

As the publication makes a fine show of advertisements, the soliciting has clearly been successful, and the merchants over there are evidently not so prejudiced against Labour literature as on this side the Atlantic.

A history of the Association, and an account of the proceedings of its annual Convention, held at Detroit last January, are also given, and these we hope to notice in a future issue, contenting ourselves for the present with merely adding that it has taken a long time for the publication under notice to reach us.

MR. J. H. WILSON AT LYNN.

A joint meeting of members of the Sailors' and Firemen's Union, the Amalgamated Society of Railway Servants, and the Dock, Wharf, Riverside and General Labourers' Union, was held at the Music Hall, Lynn, on Friday evening, Sept. 18. The Rev. W. Stephen presided over a large attendance, supported by Mr. J. H. Wilson, general secretary of the Sailors' and Firemen's Union; Mr. Garrity, assistant secretary of the Railway Servants' Society; Mr. W. C. Bennett, local secretary of the Sailors' and Firemen's Union; Mr. C. W. Arnold, member of the Executive Council; Mr. Blomfield, Mr. A. Curson, etc.

The Chairman, in opening the meeting, said he did not know how it was with certain ministers of certain churches, but he knew that the Methodist ministers spent most of their lives in close touch with the working classes. They knew—not by looking through a telescope at a distance, but by close contact at their homes—what were the sorrows and difficulties with which they had to contend in their every-day life, and he thought they would find that in all their struggles from the days of Cromwell onward, the nonconformist ministers had always stood in the front of the battle. They would remember the story of the labourer. He was looking cast down, and his master asked him the cause. He replied that his circumstances were enough to make anyone look cast down; his wife had that morning presented him with another child, making number eight. His master told him that he need not be so gloomy about it, for whenever God sent children He sent things for them. "But," said the man, "the worst of it is He sends the children to my house, and the things to yours." (Laughter.) In the great battle in which they were engaging, and which was only just beginning, and in which perhaps some hard blows would have to be given and received, he hoped it would be found that the working men of the country were willing to stand together in dark days as well as bright, feeling sure that their principles were righteous and true, and in spite of temporary reverses were bound to go to victory. (Applause.) They were engaged in a fight for the better distribution of things. Far too many of the mouths were at one end of the social scale, and the things were at the other end. Thank God the descendants of the Mayflower were not yet extinct in England, there were men, stalwart souls in the villages, who rather than sell their manhood for a mess of pottage would tear up tender ties and migrate where they could enjoy their freedom. But he believed the day of reckoning was coming. He believed that the Anglo-Saxon race that fought against King Charles for freedom, against vested interest for free trade, a free press and free franchise, would continue to fight until the fetters that bound the land were all broken, and the working classes in the villages had a chance as well as the working classes in the towns. He saw in a Leeds paper the other day that Mr. Tom Mann said that the preachers did not help the leaders of the Trades Unions as they ought. Perhaps some of them might have to plead guilty, but if they had transgressed in the past he hoped they would be given a chance to mend in the future.

Mr. Wilson, who was received with applause, said he was pleased to see a sprinkling of ladies present, and was sorry not to see more. He thought the conveners of the meeting were somewhat to blame for the absence of the ladies, because they did not invite them. He would like to throw out a suggestion that in future ladies should be invited, for experience had taught him that when they took an interest in anything it was generally a success. When women undertook to pay the subscriptions, they generally found them pay up to date. But apart from that he thought it only right in this enlightened age, that women should be as well posted up as men were. They were met to advocate the principles of Trades Unionism. He referred to the history of the movement, and said let them consider

WHAT TRADES UNIONS HAD DONE

for the workers of this country. He would refer them to the class of men he represented—the sailors and firemen—for in 50 years he did not believe there was a class of men in this country who had suffered more hardships than the sailors and firemen through the coercion and tyranny on the part of the shipowners. Their lives were repeatedly sacrificed, and until such time as they had that great and able man, Mr. Samuel Plimsoll—(applause)—to advocate their cause, they were absolutely left to the

MERCY OF THE SHIPOWNERS,

and he could assure them they were most unmerciful. He could remember the time when large numbers of men were sent to prison, their only crime being that they refused to go to sea in unseaworthy ships to risk their lives. After many years of struggle Mr. Plimsoll did accomplish many things, but he was not able to accomplish all that he desired because the objections were too great. It looked a few years ago as though the sailors and firemen would never be able to combine to get justice and fair play, but fortunately everything changed in time and now they had got a Union. The good results in their Union were similar to those in every other Union in the country. Since the formation of the Union they had increased the pay from 30 to 40 per cent, and in addition to that they had reduced the number of

LIVES LOST

at sea very considerably. A Cabinet Minister in 1880 brought in a Bill dealing with shipping, and in a three hours speech pointed out to the country that 3,500 men's lives were sacrificed every year at sea. There was a great outcry about it, but the shipowners were so powerful in the House of Commons that they compelled one of the strongest Governments that had ever been in this country to withdraw that Shipping Bill and let things go on as they were. What was the position of things to-day? They had

REDUCED THE LOSS OF LIFE

at sea by their Trades Unions from 3,500 to 2,000, and if the Union continued to prosper, he believed that in the course of another two years they would be able to reduce the loss of life at sea to something like 500 a year. The way they did it was this: by having strong combination, when they saw a ship was unseaworthy they demanded that the Board of Trade should stop the vessel, and if the crew was arrested as they used to be, they were provided with proper legal assistance. In the course of twelve months the Union had been able to

DEFEAT THE SHIPOWNERS

in about 20 different cases. One case came under his notice about six months ago in Gibraltar. A vessel arrived there four inches overloaded, and the crew refused to return to the ship. They were taken before two shipowning magistrates and sent to prison for twelve weeks. Fortunately for those men they were members of the Union, and communicated with the head office. He immediately wired out to a solicitor, who took the case up on behalf of the Union, with the result that the

SENTENCES WERE QUASHED

and the men liberated, and £500 paid as compensation. (Applause.) In addition it was their intention to take proceedings against the magistrates for wrongfully committing the men, and make them pay compensation, if possible, to the extent of £2,000. What would have been the position of those men had it not been for the Union? Who would have taken their case up? They would have done their 12 weeks and nothing more would have been said about it. And although 2,000 lives were lost every year there were not inquiries into more than 100. In every trade in which a Union had been started

GREAT BENEFITS

had been gained. Wages were increased, hours of labour lessened, and a large number of men were therefore able to find employment who were before idle. They had heard a great deal from employers about the tyranny of the Unions. They did not like it because Union men refused to work with non-Union men. But why did they object? Not in the interests of the men; they would not care if men were paying 5s. a week into a Union. They objected entirely because it affected their own interests. England, they were told, was

A FREE COUNTRY,

then surely the majority had the right to say whether they would work with the minority. Men not in the Union got the benefits that Union men through their assurance got, and therefore they ought to contribute to the cost. Employers said that men should be free to accept what wages they liked, and that the Union should not interfere. But was it possible for the men to be free? Supposing at the docks one morning 50 men were wanted and 100 presented themselves at the gates, the wages being 5s. a day. The employer seeing double the number of men he wanted would say

HE COULD DICTATE

his own terms and offer 2s. 6d. If fifty of those 100 men through force of circumstances were compelled to accept 2s. 6d. a day, he said they were not free. He would rather say that the fifty men who did not accept the terms were free. Who reaped the benefit in that case, was it the men or the employers? If all the hundred had been in a Union they would have said the rate of pay was 5s., and whether only five or fifty were wanted they must receive 5s. a day each. Was it not better to be combined to pay twopence a week and receive 5s. a day, than to save the twopence and only get 2s. 6d. a day? (Applause.) The fact of fifty men working for 2s. 6d. did not give employment to 100, but put fifty half-crowns into the employers' pockets. The

DECREASE IN TRADE

to foreign countries was brought about by low wages and long hours. All the workers

could not work owing to some working a week and a half for a week, money was scarce, and there was less consumption of goods. There was no need to denounce the people with money; the remedy rested entirely with the workers. If they wanted better terms there was only one way to get them—by

PERFECT COMBINATION.

After speaking of the necessity of having working men in municipal bodies and in the Imperial Parliament to make the laws suit the workers, Mr. Wilson alluded to the fight at Cardiff, and to the Employers' Federation. He wanted to see the various trades federated together. A strike amongst the sailors and firemen affected the dock men and the railway men, and therefore they should all act in unison. Strikes would never happen if all were united. In conclusion, he called those who were not members of a Union to join at once and to keep their contributions paid up, and resumed his seat amidst loud applause.

Mr. Garrity next delivered an address and gave some statistics, showing the increase in the membership and the finances of the Trade Unions, to refute the statement made by some capitalists that the Unions were on the downward grade. He then spoke of the long hours of railway men and consequent danger to the travelling public, and said though they were now struggling for a ten hours' day they were hoping soon to see a universal eight hours' day for all who desired it.

Mr. Arnold then moved "That having heard the addresses delivered by Mr. Wilson and Mr. Garrity on the advantages of Trades Unionism we hereby pledge ourselves to the principles of Trades Unionism."

Mr. Martin seconded, and the resolution was carried unanimously.

Mr. Wilson, in reply, said he hoped the meeting would carry the resolution into effect. He then referred to the question of payment of members of Parliament. If the workers would return 100 Labour members to the next Parliament they would have a sufficient majority to go to one side or the other and demand the State payment of members, and then at future elections they would have no difficulty to get 200 or 300 members. He concluded by moving a vote of thanks to the chairman.

Mr. Garrity seconded, and advocated the formation of a Trades Council for Lynn.

The Chairman returned thanks, and a very successful meeting terminated.

Messrs. Russell & Co.'s shipbuilding yard, at Greenock, has suffered some damage through fire.

News has reached Queenstown of a shocking occurrence at Pient's Island. Whilst the schooner *General Bunning* was loading coconuts for San Francisco, a violent gale sprang up and blew the vessel out to sea. She had 100 natives on board, who hastened ashore in canoes. Several of the canoes were upset, and thirty-eight men were thrown into the water. They were immediately attacked by sharks, which devoured eight of them.

Last Wednesday Mr. Tom Mann delivered the presidential address at the Dockers' Conference at Hull, and announced his intention to resign the office of president, as he has consented to stand for the post of general secretary of the Amalgamated Engineers, vacant by the death of Mr. Austin. Resolutions in favour of a forty-eight hours' week and municipal workshops, and others favouring the abolition of sub-contracting and overtime, were adopted.

CORRESPONDENCE.

RULES.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

- ✍ Correspondents' names are not divulged to anyone without their sanction.
- ✍ Letters not accompanied by the writer's name and address are destroyed without being either read or printed.
- ✍ Letters from persons who have the misfortune to be unable to spell or write correctly are treated with even more attention than others.
- ✍ Now that seamen have a strong Union, with the necessary legal machinery to assist them, we must refer them to their respective Branch solicitors, in the case of such complaints as we may be advised not to publish. Once their case has been heard in Court, it will be reported in more papers than SEAFARING; to report it before might often defeat the ends of justice.

WHAT THE UNION DOES.

To the Editor of "Seafaring."

SIR,—A case occurred at the Devonport Police Court, yesterday, which, perchance, may interest your readers. A member of the Leith Branch—T. Thomson—joined at Shields the schooner *Khristia and Mary*, bound for Plymouth. Arriving at Plymouth he left the vessel, and was forthwith arrested for desertion. Thomson communicated with me, and, together with the outside delegate, I took the necessary steps to obtain his release. It was ascertained that the men, on coming on board, signed articles without first reading them. The articles contained a clause requiring twenty-four hours' notice to terminate the engagement. The magistrates, on the case coming up for trial, dismissed the case, the captain paying costs, on the ground that there was no evidence that the man understood he was to take the vessel further than Plymouth. The case, happily, ended satisfactorily, yet, with a less tolerant magistrate on the bench it might have terminated otherwise. It cannot be too often or earnestly urged on sailors to carefully peruse all articles, etc., before signing. The few minutes so spent would not be lost, and the men would know precisely how they stood.—Yours truly,

FRANK ANDERSON,
Sec. Plymouth Branch N.A.S. & F.U.
Plymouth, Sept. 19, 1891.

THE WIDOW AND THE SHIPPING FEDERATION.

To the Editor of "Seafaring."

SIR,—A correspondent in the north of Scotland sent me this week an extract from the local paper in his town asking information in reference to an article which appeared in SEAFARING the other day entitled "Widow and the Shipping Federation," which article was discussed in the extract referred to. Having personally paid over the money collected, and being fully cognisant of the whole facts of the case, I willingly comply with the wishes of many of your readers. The name of the deceased seaman was Daniel McGillvray, and his mother's address may be had on application to me by anyone who is desirous of alleviating her sorrow or assisting her to eke out a living. It would afford me great satisfaction if the Shipping Federation were prepared to be equally frank, and to give the name of the party whose story bears a resemblance to the present, and who was generously treated by that body. The shuffling attempt made by their supporters to defend their £25 policy is not a little amusing were it not so seriously disappointing to those who build their faith upon the promise made. Why do they seek to lure the unthinking into their association by mooted such a scheme if they do not mean to put into operation at once? I would earnestly recommend poor Mrs. McGillvray to the notice of the benevolent gentlemen who form the backbone of the Federation, I am sure they never dispensed charity on a more laudable and deserving object than the present. She is a confirmed invalid, being bedridden for upwards of three years through rheumatism. I will be prepared to give the Shipowners' Association credit for the good intentions they so extensively advertise when it is demonstrated that they really assist the infirm

and destitute such as the one referred to.—I am, yours in unity,

ROBT. MCBRIDE, Secretary.

Seamen's Union Office,
15, James Watt-street, Glasgow.

P.S.—I beg to enclose copy of declaration signed to-day by Mrs. McGillvray in presence of witnesses confirming her former statement.

[Copy referred to.]

Glasgow, Sept. 10, 1891.

I hereby solemnly declare that the statement which appeared in SEAFARING on August 29, under the heading of the "Widow and the Shipping Federation," is true in every detail, as I am the widow referred to.

(Signed) MRS. MCGILLVRAY.

Witness: JESSIE MCPHEE.

Witness: JOHN HILL.

MR. CATHERY'S CAMPAIGN.

To the Editor of "Seafaring."

DEAR SIR,—I would like to bring the following under the notice of my brother members who may be trading from other ports, and, consequently, have not the opportunity of seeing and knowing what occurs in this port. On my arrival in port at Leith on Wednesday, Sept. 17, I saw in company of our local secretary one who I thought was a stranger, but on making inquiries the following day I found my stranger was a brother Unionist, a Mr. Cathery, organising secretary, paying a visit to Leith. I unfortunately missed the open air meeting in the Custom House-square, arriving only in time to receive an invitation to attend a meeting to be held in the evening, and I am glad to say that I was able to attend, not being ordered aboard till eleven that night. Before saying more I would like here, as a member of the Union, to congratulate the Executive Council on this particular piece of business, viz., the appointing of organising secretaries, as I am of opinion, and have often argued, that this should have been done some time ago. We had, from this visit, a proof that we need not go outside of our ranks to find those thoroughly competent to bring our cause to the front, as, in my opinion, an abler address on the benefits of the Union could not have been given, and ample opportunity was given to anyone who might wish to discuss or question anything that was said. There were but few asked. On retiring from the meeting I came in contact with a few of my brother seamen, who lately have been in a rather shaky position, and now express themselves as thoroughly satisfied with the present and future policy of the Union as advanced by Mr. Cathery. I hope to hear on my return that many opinions have been changed, and that much good will be the result of the meeting. As I have little time, I will simply conclude by wishing Mr. Cathery every success.—Yours in Unity,

A MEMBER OF THE LEITH BRANCH.

THE DUTY OF TRADE UNIONISTS.

To the Editor of "Seafaring."

DEAR SIR,—The time is fast approaching for the general election for members of Parliament, and it cannot be enforced too strongly on Trade Unionists the vital necessity of only giving their vote to Labour candidate, or those that will pledge themselves to the labour cause. I don't care who the candidate may be, whether Liberal or Tory, unless he is prepared to pledge himself to support the Labour cause have nothing to do with him. You must, one and all, step over the old plank of contention of creed and politics on to the one great broad platform of International Labour. We all have the same grievances to contend with, viz., to fight combined capitalists for what should have long ago been our own, a fair share of this world's wealth. If you send labour candidates to Parliament you will have with one stroke done more to further your own interests than if you were striking for the next fifty years. You can alter the existing laws that were made by the capitalists to forge your fetters of slavery more securely. You could, if you so desired it, have a Labour Government that would look after your interests and deal out the law with justice to all irrespective of class or creed. That cannot be said of the present law makers. Remember, fellow workers, it all lies in your own hands, as none can feel for you but those that wore the same shoes, and have a thorough knowledge of where they pinch. When you go to the poll listen to no one or what they promise, but ask the one question "Is he a labour candidate?" and vote accordingly. If you do not succeed it will not be anyone's fault but your own, and on your conduct depends the issue of the future. Now is

your time, when the General Elections are on, as you may not get another chance like the present. You are ten to one, and you can make the law much fairer as between man and man. Sacrifice a little to-day that you may reap a plentiful harvest to-morrow. Organise in your Unions, and pay to them liberally. You can do so if you keep from the large traps that the capitalists have laid for you, viz., public-houses; remember they are all floated by capitalists for your destruction. Organise, organise for the one grand object, viz., to better your condition and that of your families. Forget not at your peril the Elections. Act as I suggest, and you will reap the benefit.—Yours in unity,

JOHN MACKIN,
Member Dublin Branch.

HOW SAILORS FARE AT SEA.

To the Editor of "Seafaring."

SIR,—I am unable to say precisely when the existing scale of provisions was drawn up by our Board of Trade, but it existed in 1859. Consequently, I do not think that we can boast of progressive reform. I visited a British vessel a few days ago to see a friend, and was invited to partake of share of his frugal meal, which consisted of biscuits, coffee (*sic*), and—alas! Mr. Editor, I am lost; I could not for the life of me have guessed what the article was that crowned the biscuit, or "Sailors' Plate." However, upon inquiry I was informed that the substance was "beef." Well, if the substance was beef, the Lord make me a vegetarian, as I can honestly say that if such abominable stuff was offered for sale in any of our shops or markets it would be immediately seized as unfit for human food. Of course, I mean landmen's food. Now, Sir, I will ask, Are our sailors and firemen not as good as they? Are their lives of less importance? Is their health of less value? And finally, should not our shipowners be made amenable to the law for supplying rotten cheap food? I honestly believe that the "bread" is the only fair article sent on board most ships. So much with regard to quality. Now, as to quantity. Do any of our kind owners or their gentle ladies, ever reflect upon the fact that, while they allow their domestic servants 2 oz. of tea per week poor Jack, who has to be about in all weathers, is only allowed seven-eighths of an ounce, with 1½ oz. of coffee (so called). In fact, I think it is almost waste of paper and time in trying to say that any article mentioned in the B. T. scale is of sufficient quantity or quality. It might not be out of place to say *en passant* that cooks (*sic*) might make crews more comfortable; but I have often heard sailors say that "God sends the grub, but the Devil sends the cooks." We require, by law, certificates of competency in all branches of the service, sailors, firemen, etc., but it seems that you can make a cook out of anything. I think that I have said enough on this topic to cause someone with a more able pen than mine is to take up the subject. Where are all of our so-called sailors' friends who sit in St. Stephen's, and profess to legislate? God help them! What do they care for the wrongs and grievances of a set of men who have scarcely a chance to speak for themselves? Men who, if they have a vote, seldom have the privilege of exercising it. Were they shore-abiding, we would certainly find their M.P.s and candidates for Parliamentary honours becking and bowing to them. Confound all such rubbish of representatives! Voters, you are within hail of a general election. See that you put in "good men and true" to represent you. Now, Mr. Editor, Good-bye! I th' noo, an' when a' cum back agen, ye wull maybe hear frae me on a different subject, but I th' meantime ye wull oblige me be printin' this in yere excellent wee paper, an' gien ma kind luv to Maister Wulson.—Yours faithfully,

WILSON'S BAND.

Cardiff, Sept. 22, 1891.

FOREIGN USURPATION.

To the Editor of "Seafaring."

DEAR SIR,—I have been longing to see someone at home taking this question up, consequently I am very thankful to Mr. W. C. Lonsdale for doing so, and I hope our other Trades Union colleagues will not let this question turn cold before it is properly settled, as it is a question of the most vital importance, and that not only to the workers but to the whole inhabitants of Great Britain, whether rich or poor. I cannot, however, agree with Mr. Lonsdale's advice, for how is an officer to know whether it is a foreigner he is getting or not, knowing we have foreigners with English aliases,

and nationalised foreigners with foreign names, married, and residing in England, who naturally love the country as much, and more than some, of the born subjects. I know some of the nationalised that have spent their whole life fighting for justice, and I think Mr. Lonsdale and all other right thinking men will agree with me, in saying that shows more love for the country than those who sit continually at home thinking of nothing but selfish self. However, we want to know what has to be done to cure this. I am certain it will never be cured until the Government pass a Bill a little more stringent than the one passed by our American brethren, which now enables them to send immigrants back to their own countries. My reason why I term foreign usurpation a disgrace. The Government of Great Britain know that State grants are made by all European countries, excepting France, for the purpose of assisting their paupers to emigrate, whereby those countries relieve themselves of the burden to support them, which is at present felt very severely in England. So I assert that foreign immigration is nothing short of robbery, committed by one nation upon another. Some may reply, England also makes State grants for emigration, and consequently also commits robbery. This I must deny, because most of the English colonies, including America, were either wholly or partly discovered by England, and their progress in trade and government is certainly due to the English race, therefore I maintain that the Englishman has a natural right to emigrate, to their own colonies, but other European countries have very few colonies, and cannot claim the above rights to progress, but they can at present, and with the English nation's permission, come to England and earn money, and then go home to their own country to spend it, thus usurping Great Britain to enrich their own country. I ask the English how can you permit this, seeing your countrymen are dying by the thousand from starvation and want. I ask the Trades Unions to draft a Bill that will stop this, and as Englishmen make all the Parliamentary candidates at next election support it, or else brethren don't vote for those that will not do so. If each and all of us pull our pound as we ought to do, we shall be able to pull that, as well as all other acts of justice, through the House of Commons. All that it needed for to gain that end is to keep this most vital question alive in the press of the country, therefore I hope, Sir, you will find room for this in your bright little columns, as well as other correspondence that may ensue on this subject. Finally, I appeal to the Government for their support. Has the nation not workhouses, prisons, and lunatic asylums enough to maintain, and is our police force not already a very costly body, and if you allow foreigners to pour into the country, then you will have to increase the above institutions, which are already too heavy a burden for the people.—Yours truly,

GAMMON.

SUGGESTIONS.

To the Editor of "Seafaring."

DEAR SIR,—I do hope that in future I shall see the correspondence page of SEAFARING with some better matter in it than has been appearing lately. Suggestions look all very well in our valuable organ SEAFARING, but with all due respect to you, Sir, I am of opinion that they would be better if thrashed out at our various Branch meetings, and then sent up to our annual general meeting, there to be finally dealt with. I am sure that it would do our Union more good. Let us each work for the other, and all of us for our glorious Union, and then we will be giving our esteemed general, Mr. J. H. Wilson, heart of grace to help us on, as he has undoubtedly done in the past. Let us show to the shipowners that we have capable sailors and firemen fit to fill any position in our Union, and that we are able and willing to assist each other in maintaining our Union at any cost to ourselves, as I think it will be our only salvation. Let us hope Deptford will return Mr. Wilson at the next election, and then we shall be in a fair way of getting justice by good deeds and actions, and not by suggestions. Thanking you, Sir, if you will insert this, I remain, yours in Unity,

JOHN JAS. ROBINSON.

Market-place, Middlesbrough.

To the Editor of "Seafaring."

DEAR SIR,—I have followed with much interest the letters of your various correspondents, and I cannot but think that the one signed "One of the Death or Glory Branch" is an effusion that one would not have looked for coming from a Branch bearing such a title. I contend, Sir, that healthy criticism on matters relating to our Union should

be encouraged through your valuable paper, as it helps to bring out the best ideas and suggestions from members throughout our Union. Our Union is not perfect, although it is nearing perfection gradually, thanks in a great measure to suggestions and criticisms in your pages, therefore for one of these Death or Glory boys to put the closure on correspondence is doing his Union more harm than good. His excuse is, members coming home from sea only get the fag end of the matter, and as a consequence they and the public must think there is something wrong. This is only bosh. Why if a member sees letters in SEAFARING that would leave such an impression he can ascertain at his Branch meeting, or from back numbers of SEAFARING, or your columns are at his disposal for him to write and see for himself whether his impression was right. As for the public, Mr. Death or Glory ought to know our Union was never formed to please the public, but for the welfare of those who belonged to it, and as I said before, a good discussion on things relating to the Union will always be beneficial to its best interests.—I remain,

ONE OF AN ORDINARY BRANCH.

Sept. 19, 1891.

To the Editor of "Seafaring."

SIR,—I notice a letter in your last week's columns from "The Man with the Carpet Bag" expressing his surprise at a suggestion of reduction of the contributions coming from Green's Home, and inquiring if the members of that Branch now wish to pull the very foundation stone from beneath the Union. That question requires no answer. The loyalty and conduct of the members of Green's Home Branch at their Branch meetings speaks for itself. It's not always the man that cheers loudest, that is the most sincere. Green's Home is not the only Branch that has dared to suggest a reduction in the contributions. Perhaps "The Man with the Carpet Bag" is like me, in the pay of the Union, and can well afford as long as he is kept in office to pay his sixpence per week. There is no denying the fact that a reduction in the contributions means a reduction in expenditure which may affect the large staff of officers. Five-pence per week built the Union up and gave us a substantial credit balance at the end of last year. What will our balance be at the end of 1891 with the contributions at sixpence? I would not have trespassed on your space, I can always send the Branch's suggestions through the proper channel to Congress, where delegates elected by Branches will express the views of the members, but when the fidelity of my members is called in question I am forced to retaliate.—In good faith I am not afraid to sign myself,

A. MERCER,
Secretary, Green's Home Branch.

[Although we cannot, without his permission, give the name of our correspondent, "The Man with a Carpet Bag," it is no breach of confidence to state the fact that he serves at sea, and is not, so far as we are aware, in the pay of the Union. At any rate his name does not appear as a paid official in our directory.—Ed. SEAFARING.]

To the Editor of "Seafaring."

SIR,—In referring to the letter in last week's issue from "The Man with a Carpet Bag," I wish to reply to certain expressions therein used. Firstly, every man knows their contributions should be paid up, to at any time be enabled to withstand a blow from the shipowners. Members are paying up, and don't require to be reminded of this. They understand it all thoroughly. Outsiders will quickly come to the conclusion, in reading the letter, that a number of the members are relinquishing payment. Again, supposing it were true, 'twould be a bad stroke of policy to acquaint the opposite party regarding such. Has my friend never voted a paltry few pounds to assist brother-Unionists of other organisations in obtaining for them that for which we ourselves are struggling hard to win? Then, if not, don't let him keep his hand in his pocket. Regarding the threepence per week, let me honestly tell him that he actually knows nothing about the matter in real detail, else he would not write in the manner he has done. Hear-say heretofore has always, and will, I hope, continue to be treated as a something useless, and ought in all cases be thrown to the winds, as it deserves to be so used. A few pounds, let me impress upon him, is never misplaced in this direction. I would like my friend to come to only one meeting (Green's Home) and try to enlighten us. We already made "wise men of the west." Also, alluding to "on principle alone," I think he is being paid for his work. Green's Home will never be afraid to speak boldly

and fearlessly out that which its members would deem to be of material interest, and the advancement of the whole Union at large. 'Tis of the whole body we think and speak in our deliberations. If a few of our prominent officials would confine their own ideas to their own Branches, and from thence to head office, it would, I can assure them, be more conducive to the welfare of the Union, than keep continually on spouting and flaunting their learned (oh! ye gods) stuff in SEAFARING. It is this insane conduct that would drag the foundation stone of our coming liberty and justice away swiftly from its now secure position. I quite agree with my brother friend when speaking of Parliamentary representation. In justice and impartial fairness, I ask of you, Mr. Cowie, to publish this small matter, yet of paramount importance, and thanking you for the courteous and prompt manner you publish correspondence, Sir,—I am, etc.,

A. W. MACRAE,

No. 14, Green's Home Branch.

London, Sept. 21, 1891.

To the Editor of "Seafaring."

DEAR SIR,—On perusing your last issue of SEAFARING, I was agreeably surprised to find in the reports of Branches that Mr. J. H. Wilson, who was present at the first of a series of joint monthly meetings of the London Branches, had unfolded a scheme for the formation of a widows' and orphans' fund. This is a want we have long felt. I admit our benefits are excellent, but they are all centred in ours-lives. We have made no provision for those who may be left to our care. Upon inquiry, I find that other kindred Societies are far ahead of us in this great responsibility. I trust that every true-thinking member of this our great Union will do his utmost to forward this benevolent scheme. Now, Mr. Editor, at a public meeting held very recently at King's Lynn, Mr. J. H. Wilson, in his opening remarks, complicated very much of the non-attendance of ladies, and hoped in the future that every inducement would be offered to gain their favour, for he was confident that getting the wife to see the great benefits attached to combination was the surest way of making the man a good member, etc., as the wife would be sure to see that the husband's contributions were paid, knowing it to be to the interest of herself and children. This was very good advice but what does the wife say to it? The good lady will tell you—Yes, the benefits are very good; I am very glad my man joined the Union, but the Union has no use for me. My husband is now at sea and I pray God he will return safe; for should anything happen to him his Union benefits will die with him. The Union has made no provision for the widows and orphans; there is nothing but starvation or the workhouse for us. So, Sir, for this reason I do not care to go to the meeting; it is only for the men. Now, in my humble opinion, Mr. Wilson, when he unfolded this grand scheme concerning the proposed widows' and orphans' fund, as above mentioned, has made a move in the right direction. I trust the benevolent spirit of this grand proposed movement will be appreciated by all. This will be the lever that will draw the wife to our public meetings. She will tell you proudly that she is included in the membership of our great Union, and will do her best to forward its every movement. It is not my province to say how this can be done; but the question will arise. How is this fund to be formed? Well, as suggestions are becoming quite fashionable, permit me to offer one on this subject. It is this. Now that we are in a fair way to a complete centralisation of the funds, let us all endeavour to get it passed into effect at our annual meeting. Then having no further use for a Branch management fund, I should suggest that we transfer to the widows' and orphans' fund the 12th part of a member's contribution of sixpence that at present is allowed for Branch management. Then, again, we have the ever incoming entrance fees. A part of same could surely be spared for this good purpose, the remainder to go to general management. I am wondering, as I relight my pipe (which, by-the-by, I cannot keep alight for the life of me), if there is a leaflet in the carpet bag that will in any way help this movement. If so, I should like to have it brought forward, and I trust some abler pen than mine will push this all-important subject to a successful issue. In conclusion, Mr. Editor, permit me to wish you every success.—Yours in unity,

AN OBSERVANT SPARROW,

No. 16, "The Nest," King's Lynn.
Sept. 20, 1891.

TO CORRESPONDENTS.

"Albert."—Your letter does not give sufficient particulars to enable us to advise you; therefore we can only suggest you should consult the secre-

tary of the Sailors' and Firemen's Union at the port you write from. His name and address are on page 8 of this paper.—Ed. SEAFARING.

"Stand from Under."—This paper is not intended for such spiteful effusions. Make your charge at a meeting of the Branch in the presence of the person you attack.

"Paid Up."—Mr. T. W. Brown is the chief solicitor to the Union, but is in no way connected with this paper, and if your case be stated to your Branch it may be laid before him, but it must be through the Union, not us.—Ed. SEAFARING.

A BOARD of Trade inquiry has been held at West Hartlepool into the stranding of the *Parklands*, s.s., of that port, in July 1st. The Court delivered judgment to the effect that the stranding was due to currents, and did not find the master, John Colville, in default; and, although the chief officer was to blame, they would not deal with his certificate.

SEPTEMBER CURIOSITIES.

The man who comes home from his summer outing with cash enough to pay his cab fare home from the railroad station.

The young lady who has spent the season at a seaside hotel without having at least seven thrilling proposals to describe to her dearest friend who has spent the season at home.

The tourist who is sorry to get home again.

The man who didn't catch a fish weighing exactly eighteen pounds and three and three-quarter ounces the next morning after it was caught and when it was all dry.

The school boy or girl who isn't counting the weeks before next year's long holidays.

The lean man who hasn't gained pounds in two weeks, and the fat woman—beg pardon, the fleshy lady—who hasn't lost nine pounds in the same number of days.

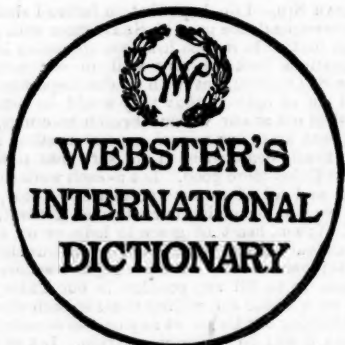
The boarding school miss who hasn't had a perfectly lovely time, with so much attention from all the young gentlemen, and three delightful conquests, without in the least intending it, dear, of course, and it was such a surprise.

The seaside hotel-keeper who is satisfied with the season, and the mountain host who doesn't grumble because everybody went to the seaside.

The couldn't-get-away who doesn't tantanise returning travellers with annoying lies about the fine delightful weather he has been enjoying at home while they have been soaked with rain at mountain and seashore resorts.

The business man who doesn't feel as if he had been away two years, and who can do two days' solid work in the first two weeks after he gets back to business again.

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WHAT THE UNION DOES.

At the Sunderland Borough Police Court, on Friday, the 18th inst., before Mr. R. M. Hudson, J.P. and Ald. Peckett, J.P., William Tindle was summoned by William Davison, who sought to recover the balance of a month's wages and compensation for wrongful discharge. Mr. Bentham, solicitor to the Sunderland Branch of the Seamen's Union, who appeared on behalf of the complainant, said that his client was an able seaman, and that on Aug. 21 last he signed articles to join the steamer *Galveston*, whose voyage was described as one from Sunderland to Bilbao and (or) other ports and back to a final port of discharge in the United Kingdom. He signed for £4 15s. per month, and sailed with the vessel, arriving back in Sunderland on Saturday, the 12th inst. The voyage which was originally intended had evidently not been carried out as she went a straight run to Bilbao and back. On getting into port, at Sunderland, the complainant was told that his services were no longer required, and wages were offered to him for three weeks at the rate of payment provided in the articles. Mr. Bentham now claimed under the 167th section of the Merchant Shipping Act, that the defendant had no right to discharge the complainant before the expiration of a month, and that if he did discharge the complainant he was entitled to a month's wages and also compensation for the damage thereby caused, not to exceed one month's wages. Mr. Bentham was proceeding when Mr. Crow, who represented the defendant, said he admitted all the facts as stated, and further said that they had advanced the complainant £2 7s. 6d. He went on to refer to the articles being in the form provided by the Act of 1880, and complainant had not, therefore, any further claim than for the actual duration of the voyage, as the vessel had arrived at the final port of discharge. Mr. Bentham said that did not affect the 167th Section of the Act of 1851, and that it was simply a question of the amount of compensation the magistrates might decide to award, which was in the discretion of the magistrates, as provided by the law. After a short consultation the Bench awarded the complainant £2 10s., being 16s. 6d. balance of three weeks' wages (after deducting £2 10s. received by him) and £1 13s. 6d. compensation. Costs were allowed.

NO WONDER HE LOOKED SAD.

"What did the telegram say, papa? What did the telegram say?
You look so worried, so pale and ill—why should we not be gay?
Is something wrong at the store, papa? Is mother sick at sea?
What did the telegram say, papa, that you look so sad at me?
"Nothing," you say. Now tell me true. Something's gone wrong, I know,
For 'tisn't often you look that way, nor often you answer me so."
But he answered not the pleading child, and never a word did he say.
The telegram read: "The grey mare won, and we're in the soup to-day."

—*Detroit Tribune.*

IT WAS A TRADE.

He had a basket of eggs on his arm as he went into the building looking for "the man that writ out weddin' licences."

"I'm from Stony Point, and I want a weddin' licence," he said to the clerk at the desk. "Is this the place?"

The clerk said it was.

"Might a knowed it," he continued; "fer the feller at the door told me it was. But I've got doubts about what you city fellers tells a stranger when he ain't got no proofs."

"Do you want a licence?" asked the clerk.

"You bet I do, and I want it for myself, too. I ain't bashful, I ain't. A feller hain't got no right to be that has been courtin' a gal fer two years like I've been doin'." How much air they?"

"One dollar."

"Gosh! They ain't that much, air they? They was that last year, and I've been readin' as how the M'Kinley bill had brought down prices on all the necessaries of life. Ain't that so?"

"It hasn't got around here yet," explained the clerk.

"Well, I've got to have her, dollar or no dollar, but young feller, I've got seven dozen eggs here worth fifteen cents, a dozen. Right fresh out of the hens, too. Can't you take it out in trade and let me have the five cents, over in cash to buy some red streaked and striped candy fer the gal? Tain't much, young feller, and if you ever come up on Stony, durn my cats if I don't board yer a week fer nothin'. Is she a swap with a nickel to boot for the weddin' present?"

Ten minutes later he went out chuckling, with the licence in the basket where the eggs had been.

SHIPS SPOKEN.

Advancement, Aug. 21, 10 N, 26 W.
 Allerton, Liverpool to Sydney 21 days, all well, Aug. 23, 13 N, 27 W.
 Asterion, Aug. 10, 11 N, 27 W.
 Azie Park, of Barrow, Sept. 18, 46 N, 8 W.
 Alvo, s, New York to Kingston (Ja.), Sept. 4, off Cape Maysi.
 Aldebaran, Iquique to Hamburg, Sept. 2, 37 N, 42 W.
 Atacama, barque, Cardiff to Chili, July 22, 25 N, 26 W.
 Ada R ad (? Ada Peard), Sept. 15, 43 N, 11 W.
 Advancement, Liverpool to Valparaiso, Sept. 4, 4 S, 29 W.
 Avonport, British barque, Gothenburg to New York, Sept. 9, 41 N, 66 W.
 British Army, barque, Talcahuano to Queenstown, July 25, 49 S, 47 W.
 Brenhilda, British ship, Liverpool to San Francisco, all well, Aug. 25, 1 N, 32 W.
 Bayard, barque, of London, steering south, Sept. 13, 42 N, 19 W.
 Belle, Pensacola to Leith, Sept. 17, off Lizard, by a vessel at Falmouth.
 Barossa, ship, London to Adelaide, July 31, 5 N, 16 W.
 Chrysomene, Hogan, Havre to New York, Aug. 30, 34 N, 41 W.
 Cochia, for Melbourne, Aug. 10, 13 N, 26 W.
 Cleomene, ship, Rochefort to Iquique, Aug. 4, 2 N, 21 W.
 Carbet Castle, ship, steering south, Aug. 14, 17 N, 27 W.
 Centurion, of Glasgow, New York to Melbourne, Aug. 24, 23 N, 37 W.
 Casablanca, of Liverpool, Pisagua to Falmouth, all well, Sept. 1, 16 N, 20 W.
 Charles E. Moody, ship, June 23, 43 S, 53 W.
 Canada, British ship, St. John to Liverpool, Sept. 4, 43 N, 66 W.
 Capenhurst, British barque, Newcastle (N.B.) to Liverpool, Sept. 7, 46 N, 55 W.
 Charlotte Padbury, British barque, London to Fremantle, Aug. 24, 13 N, 36 W.
 Deveron, s, Aug. 20, 49 N, 9 W.
 Drumblair, San Francisco to Dunkirk 106 days, Aug. 21, 10 N, 26 W.
 Dubbeldam (s), Amsterdam to New York, Sept. 12, 50 N, 19 W.
 Dee, barque, of Port Glasgow, bound south, Sept. 14, 47 N, 12 W.
 Drumblair, San Francisco to Havre, Sept. 6, 36 N, 23 W.
 Eskdale, "from the Clyde, bound east," Aug. 3, 26 S, 27 W.
 Earl of Shaftesbury, Rangoon to London, June 14, 12 N, 96 E.
 Ellesmere, Rangoon to London, Aug. 24, 14 N, 26 W.
 Equator, Cardiff to Cape Town, Aug. 15, 1 S, 26 W.
 Forrest Hall, British, San Francisco to Dunkirk, Aug. 14, 9 S, 27 W.
 Gleaner, of Runcorn, Sept. 16, 49 N, 41 W.
 Glenzary, British ship, Sydney (N.S.W.) to San Francisco, July 3, 52 S, 64 W.
 Grace Harwar, Bolivia to Channel, Aug. 25, 14 N, 23 W.
 H.M.S. Rambler (supposed), Sept. 15, beginning Bay of Biscay.
 Lahn, s, Sept. 18, 50 N, 21 W.
 Innerwick, Aug. 15, 19 N, 32 W.
 Inveramsay, of Aberdeen, steering eastward, all well, Sept. 8, 41 N, 59 W.
 John Milne, steam lighter, Sept. 15, 46 N, 9 W.
 Kirkcudbrightshire, Antwerp to Portland (O.), July 30, 39 N, 19 W.
 Kingsport, ship, Cardiff to Bahia, Aug. 24, 37 N, 16 W.
 Kildonan, brigantine, of Montreal, steering east, Aug. 21, 31 N, 34 W.
 Lufra, Aug. 11, 10 N, 25 W.
 Lady Cairns, San Francisco to Queenstown, Sept. 7, 38 N, 35 W.
 Loango, s, Sept. 13, 39 N, 12 W.
 Lahu (s), Southampton to New York, off St. Agnes.
 Moel Eilian, from the Tyne, bound south, Aug. 14, 3 S, 26 W.
 Miltiades, for Sydney, Aug. 16, 1 N, 24 W.
 Memory, barque, of Farsund, steering south, Aug. 25, 3 N, 26 W, by the San Nicholas (s).
 Maxwell, ship, of Liverpool, for San Francisco, all well, Aug. 16, 29 S, 48 W.
 Machrihanish, ship, London to Astoria, Aug. 3, on the Line, 20 W.
 M. E. Watson, ship, of Liverpool, all well, Sept. 14, 47 N, 12 W.
 Mairi Bhan, bound west, Sept. 17, off the Eddy-stone.
 Milverton, English ship, Aug. 18, 16 N, 28 W.
 Otterspool, Port Pirie to Channel, July 28, 43 S, 38 W.
 Poseidon, from San Francisco, July 24, 55 S, 62 W.
 Prince Albert, of Christiania, bound west, in ballast, Sept. 17, off Start Point.

Pleid, bound south, Aug. 6, 9 S, 29 W.
 Para, two-funnel steamer, Sept. 16, 47 N, 7 W.
 Pavonia, s, bound west, Sept. 20, 51 N, 20 W.
 Patrician, Gallipoli to Goole, Sept. 17, 41 N, 12 W.
 Pythomene, British ship, Dexter, all well, Sept. 14, 49 N, 9 W.
 Ross-shire, Glasgow to San Francisco, Aug. 16, 1 N, 24 W.
 Recovery, barque, of Windsor, steering west, Sept. 12, 50 N, 9 W.
 Rugia, s, Hamburg to New York, Sept. 16, 50 N, 7 W.
 Rigel, ship, bound SW, Sept. 20, 100 miles SW off Scilly.
 Star of Germany, ship, steering westward, all well, Sept. 6, Scilly, distant 60 miles.
 Sunbeam, barju, Trapani to Gloucester (Mass.), Sept. 8, 370 miles east of Sandy Hook.
 Stanley Sleath, Liverpool to Buenos Ayres 22 days, Aug. 21, 12 N, 25 W.
 Spirit of the Dawn, Liverpool to Iquique, Aug. 30, 20 S, 38 W.
 St. Vincent, Swedish ship, Cardiff to Montevideo, Aug. 24, 13 N, 35 W.
 Sultana, Pisagua to Delaware, Aug. 6, 28 S, 30 W.
 Turkistan (? Port Crawford, late Turkistan), Aug. 31, 17 S, 36 W.
 Titania, for Vancouver Island, Aug. 14, 5 N, 19 W.
 Vellore, bound south, Aug. 23, 4 N, 27 W.
 Wolviston, s, Sept. 15, 42 N, 17 W.
 Windsor, s, steering WSW, Sept. 6, 37 N, 35 W.
 Zephyr, Jersey to Shippegan, Sept. 17, 49 N, 35 W.
 Zemindar, English ship, Aug. 14, 12 N, 27 W.

SEAFARING DISASTERS.

Ambassador, s.—Salcombe, Sept. 19, 9.25 a.m.—Ambassador, s, of Newcastle, Aitkman, master, from Odessa for Hamburg, struck on coast, backed off and sank in 18 fathoms of water, about three miles off Salcombe. Captain buoyed wreck with lifebuoy; crew all saved and landed here.
 Bertie Biglow.—New Orleans (by cable received Sept. 19).—British barque Bertie Biglow (? Bertie Biglow) is ashore at Horn Island; attempts are being made to get her off. A late telegram says she will probably be a total wreck.
 Bronwen.—Aberayron, Sept. 21, 7.14 p.m.—Schooner Bronwen, of London, went ashore New-quay Head at 6 p.m.; crew saved.
 Cape City.—Nagasaki, Sept. 21, 6.33 p.m.—British barque Cape City capsized and sunk in the harbour.
 Concordia.—Stanley, F.I., Sept. 16 (by tel. dated Montevideo, Sept. 21, 2.40 p.m.).—Concordia, Marseilles for Guayaquil, ashore, and will probably be a total wreck. Part of cargo saved in good order. Captain and mate lost.
 Californian, s, Liverpool for Colon, wrecked Sept. 10 off Oruba. All saved except 2nd engineer; mail saved. Vessel and cargo a total loss.
 Cuban, s.—London, Sept. 18.—The steamship Cuban in making for St. John's (N.F.) yesterday, struck upon a rock in avoiding a collision with a large barque. The Cuban's bulkheads saved her from sinking immediately, and enabled her to reach the dock.
 Earl of Dalhousie.—San Francisco (by cable received Sept. 24).—Earl of Dalhousie encountered a heavy gale on July 25, in lat. 55 S, long. 83 W., and has arrived with loss of some sails and one boat carried away.
 Esperance.—Hastings, Sept. 18, 9.55 a.m.—Smack Esperance, of Guernsey, ashore east of pier; will probably become total wreck. Crew saved.
 Emma C.—Jonesport, Me., Sept. 6.—British schooner Emma C. was found at sea abandoned and dismasted, and towed to this port.
 Flora Bella.—Halifax, N.S., Sept. 8.—British schooner Flora Bella is ashore at Mabou (C.B.), and is not likely to get off. Her cargo will be saved.
 Grampian.—London, Sept. 19.—A fire, the origin of which is at present unknown, occurred at a late hour on Thursday night on board the training ship Grampian in Belfast Lough. The fire was speedily extinguished by the local fire brigade.
 H. P. Dimock, s.—New York, Sept. 18.—Steamer H. P. Dimock ashore Blackwell's Island.
 Hallett, s.—Amble, Sept. 21, 6 p.m.—Steamer Hallett, London, Kiddell master, stranded south pier during heavy NE gale and sea; mate drowned, remainder crew saved; likely become total wreck.
 [Another account states she has broken in two and will be a total wreck.]
 Harry M. Bates, s.—Troy, N.Y., Sept. 9.—Steamer Harry M. Bates, on Lake Ronoseen, was destroyed by fire this morning.
 Iolanthe, yt.—London, Sept. 18.—The twin-screw steam yacht Iolanthe, owned by Griffiths & Williams, of Liverpool, left Liverpool for Greenock yesterday,

day, with Captain Green and a crew of three hands. In the course of the day the yacht encountered a strong gale. She shipped a heavy sea, which smashed the engine-room skylight, filled the engine-room, and put out the fires. The pumps became choked, and the water gaining, the crew determined to abandon the vessel, which was then five miles off Ramsey (I.M.). Shortly after leaving the yacht they were picked up by Mr. Gould's yacht Polly, and landed at Ramsey. It is believed that the Iolanthe has foundered.

Jenny Lind.—Medway, s, from West Indies, has brought to Plymouth the mate and three seamen of the brigantine Jenny Lind, of London, which was lost Aug. 18, whilst loading sugar at Fort de France for Marseilles.

Kilmorack, s.—Gallipoli, Sept. 20, 5.10 p.m.—British steamer Kilmorack, of Newcastle, Captain Bell, Ibrail for Rotterdam (grain), stranded Heraclitza Point.

Lugar, s, see Saxon Prince.

Mondego, s.—London, Sept. 18.—The following cable has been received from Montrea:—"Captain telegraphs: Mondego ashore at St. Mary's, Newfoundland, a total loss; all hands saved, also some cattle." Another account says vessel has broken in two.

Mary Peverley.—Melbourne, Aug. 15.—Mary Peverley, schooner, from Queensland ports, grounded while entering the Fitzroy River, and it is feared that she will become a total wreck.

Myra, see Saxon Prince.

Polar Star.—Mobile, Ala., Sept. 10.—J. C. Flatado, who arrived here to-day on schooner Seagull, reports that his vessel, British schooner Polar Star, from Belize for Pensacola, capsized July 24, long. 84-50, lat. 19-07, at night, in a squall. The captain and crew were thrown into the water, but managed to cut the boats adrift and reach the Mexican coast.

Pannonia.—San Francisco.—Schooner Pannonia, which sailed for this port from Marshall Islands on May 1, with crew of seven, captain's wife, three children, and several missionaries, was wrecked on reef in the North-Western part of Hawaii, and all on board were lost.

Persia.—Pictou, Ont., Sept. 8.—British schooner Persia, from Kingston for Toronto, foundered off Point Peter Light last night. Crew saved.

Royal Tar.—The barque Royal Tar, bound for Enreka, has put into San Francisco. This vessel arrived at Frederick Wilhelmshaven, New Guinea, and while discharging her cargo fever broke out on board and only two men of the crew were fit for duty, and Captain Franklin died. The vessel put to sea on June 5 under command of the mate (Rogers), but he died on Aug. 30, and the second mate (McColl) took charge, having only two of the crew for duty, the rest being all sick with fever and scurvy. On Sept. 6 she fell in with a tug and was towed to Frisco.

Saxon Prince.—A North Shields steamer, the Saxon Prince, while entering the Mersey river, bound to Garston, collided with the steamer Myra, outward bound, necessitating her return to Liverpool. The Saxon Prince was afterwards in collision with the steamer Lugar, of Glasgow, striking her with such force that the Lugar sank in a few minutes, the crew having barely time to take to the boats. They were picked up by the Dublin steamer Kildare, and landed at Liverpool.

Taormina, s.—Athens, Sept. 17.—Nothing more has been heard about the missing 27 passengers and 13 sailors of the Taormina s, and it is therefore supposed that they were drowned. So far as can be learned, there was only one English gentleman on board the vessel who was saved.

Village Queen.—Canso, N.S., Sept. 9.—British schooner Village Queen, lumber laden, stranded in Monday night's gale at Philip's Harbour, is badly damaged and full of water.

Yoruba, s.—New Orleans (by cable received Sept. 17).—British steamer Yoruba has arrived at the jetties with engines broken down. She is being towed here.

OFFICERS' VOTES.—At the Revision Court held at Grays Thurrock, Essex, claims were made by the commanders and petty officers of three training ships moored in the Thames—the Shaftesbury, the Exmouth and Cornwall. The claims were made under the service franchise. In each case the claimants had, it was admitted, the use of a separate cabin, so that if the ship had been a house they would have been entitled to claim. The Barrister pointed out that the claim was in respect of inhabitation of "a dwelling-house," and so it was necessary to show that the ship was a dwelling-house. To support the claim it was necessary to make out that a ship was within the Household Franchise Acts, and it would be straining the interpretation of the Acts to hold that it was so. The claims were all disallowed.

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Full particulars may be had of any of the Secretaries, whose names and addresses are:—

AARHUS.—A. Nielsen, Agent, Office, 21, Nørregade.
ABERDEEN.—Jas. C. Thompson, 49, Marischal-st., sec.; J. S. Watt, Esq., advocate, 7, King-st., law agent. Meeting, in office—contributions, 7 p.m.; business, 8 p.m., Monday.
AMBLE.—G. H. Guthrie, 1, New Bridge-street, via Acklington, sec.; John Mathews, Steamboat Inn, Amble Harbour, treasurer.
AMSTERDAM.—H. Wienhuizen, Waterloo Plain, secretary.
ARBROATH.—J. Wood, 17, Ferry-street, Montrose.
ARBOSSAN.—J. McMurray, Jun., 59, Glasgow-street.
ARKLOW.—P. Bolger, Main-street.
BANFF.—R. Barlow, Fife-street, agent.
BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
BARRY DOCK.—J. Harrison, Kingsland-crescent, sec.; J. H. Jones, Esq., solicitor; Dr. Gore, medical officer, Barry-rd., Cadoxton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday, 7.30 p.m., at Barry Hotel.
BELFAST.—P. Clibbett, 41, Queen-square, sec.; S. M. Shaw, assistant sec.; Jas. Newell, outside delegate. Meeting, Thursday, 7.30 p.m., at office.
BERGEN.—Johannessen, sec., Socialistisk Arbeider, Forening. Meeting, Wednesday, 8 p.m.
BIRKENHEAD.—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr, outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Monday at 7.30.
BLITH.—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blith.
BO'NESS.—Charles Campbell, Albert-buildings, sec. Meeting, Monday, 7 p.m.
BOSTON.—Mr. Symonds, Castle Tavern Church-street, agent.
BREMERHAVEN.—F. Fintchens, Buergermeister Sinit Strasse, secretary.
BRISTOL.—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings Monday, 7.30, at The Ship, Redcliff Hill.
BUCKIE.—John Calder, Baron's-lane, agent.
BURGHEAD.—John Harvy, Grant-street, agent.
BURNISLAND.—J. Moodie, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.
CARDIFF.—John Gardner, district secretary for Bristol Channel, Pelican Club, Custom House-st.; F. Wilson, assistant secretary; George Denning and Edward Holbeck, delegates; Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
COPENHAGEN.—Office, 11, Harnegade. Meeting, Wednesday, 7 p.m.
CORK.—T. H. Clark, 16, Anderson's Quay, sec. Meetings, Monday and Friday, 5.30 p.m. A. Blake, Esq., Marlborough-street, solicitor.
CHRISTIANIA (Norway).—Branch office, 2, Raahugaden; O. S. Nielsen, secretary. Meeting, Wednesday evening at 8 p.m.
DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay. Meeting, Friday, 7.30 p.m.
DROGHEDA.—R. Nugent, 15, Peter-street, agent. Meeting, Friday, 7.30 p.m.
DUBLIN.—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.
DUMBARTON.—J. McNee, Kirk-street, agent.

DUNDALK.—L. Eevers, Quay-street, secretary. Meeting, Tuesday and Thursday.
DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.
DUNGARVAN.—J. W. Shaw, Bridge-street.
FLEETWOOD.—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.
FRASERBURGH.—Alexander Noble, 27, Firthside-street, agent.
GABSTON (Sub-Branch).—W. Wilkinson, agent, 8, St. Mary's-road.
GLASGOW.—Robt. McBride, secretary, 13, James Watt-street; R. A. Rennie, Esq., law agent, 145, Regent-street; Messrs. Hillon, Baird, and Hill, outside delegates. Meeting, Monday, 7.30, at 10, Maxwell-street. Committee meeting every Friday, in Branch Office, at 7.30. Telephone 3184.
GLASGOW (South Office).—A. Thomson, assistant secretary, 18, Plantation-street. Office hours, 9 a.m. to 6 p.m., and till 2 p.m. Saturdays.
GLOUCESTER.—A. E. Evans, 1, Raglan-terrace, Sudbrook, secretary.
GOOLE.—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.
GOTHENBURG.—A. Bruce, secretary, No. 31, Stigbergsgatan. Meeting, Wednesday, 8 p.m., in Bergsgatan 24.
GRANGEMOUTH.—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.
GRAVESEND.—John Degrin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
GRAYS.—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
GREAT GRIMSBY.—Wm. Bennett, Unity House, 1, Kent-st., secretary; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
GREAT YARMOUTH.—Charles Swanbrow, 69, South Quay. Meeting at office Monday, 7.30 p.m.
GREENOCK.—G. McNaught, 16, East India Breast.
HAMBURG.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.
HARWICH.—J. Ayton, secretary, Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.
HULL.—T. Carr, Unity Hall, and Office, 11, Posterngate, secretary; A. Clark, and W. Brown, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. New Office opened in Hotham-st., near the Bridge, Alexander Dock, Hedon-rd. Office hours, 12 to 4. Steam Trawl Engineers' Branch, 65, West Dock-avenue; J. G. Runnacles, secretary. Meeting, Monday, 2.30 p.m.
KING'S LYNN.—Wm. Bennett, Seamen's Union Offices, St. Ann-st., sec. Meeting, Monday, 8 p.m., at Royal Standard, County Court-road.
LEITH.—James Brown, 15, Commercial-street, (opposite Shipping Office), sec.; W. J. Haig Scott, Esq., S.S.O., solicitor; Gilbert Archer, Esq., J.P., treasurer. Meetings, Thursday, 7.30 p.m., in Labour Hall, 77, Shore, Leith. Telephone 555.
LERWICK.—W. Spence, 23, Burgh-road, secretary.
LIMERICK.—F. Reynolds, agent, 24, Windmill-st.
LIVERPOOL.—H. R. Taunton, 8, Price-street, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, solicitor. Meeting, Monday, 7.30 p.m., at 8, Price-st. Telephone 2296.
LIVERPOOL.—T. Connerty, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq., solicitor. Telephone 2674.
LIVERPOOL.—John William McGovern, sec., 12, Boundary-st., North End, close to Shipping Office. Meeting, Wednesday, 7.30 p.m.
LIVERPOOL (Collecting Branch).—R. Price, 35, Mills-st., agent. Members may here enrol for, or pay contributions for the Liverpool Branch.
LONDON (Rotherhithe and Deptford Branch).—J. Garvie, 2, Chichester Villas, Lower-road, Deptford, secretary. Meetings, Monday and Thursday, 7.30 p.m., at Chichester Tavern. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
LONDON (Tidal Basin).—F. Fowler, opposite Shipping Office, Tidal Basin, E. sec. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214.
LONDON (Tower Hill).—J. Donovan, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday, 8 p.m. Telephone, 11,167.

LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; A. Palmer and P. Power, delegates; agent at Millwall, Chas. Wheeler; Dr. Hope, medical officer. Meeting, Tuesday, 8 p.m., School-room, Plimsoll-street, Poplar. Telephone 5218.
LONDON (Tug-Boat Branch).—G. Donaldson, 10, Cold Harbour, Blackwall, secretary.
LOWESTOFT.—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.
LONDONERRY.—A. O'Hea, secretary, Union Office, 99, Foyle-st. Meeting, Wednesday, 7.30 p.m.
MALMO.—Axel Danielson, Nörregation No. 3b.
MARYPORT.—F. F. Gant, Elliott yard, Senhouse-street, secretary. Meeting, Monday, 7 p.m.
METHIL.—Wm. Walker, Commercial-street.
MIDDELSBRO.—George Cathey, Robinson's Market Hotel, Market-place, sec.; Dr. Ellerton, 38, Gosford-st., medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; W. Gilchrist, 3, Hopper's-yard, Commercial-st., delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone, 5127.
MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
NAIRN.—Clarence Howe, Ythan Cottage, agent.
NEWCASTLE-ON-TYNE.—T. Dunn, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, in office, 7 p.m.
NEWPORT (Mon.).—F. Gilman, 31, Ruperra-st., sec.; Dr. Pratt, Ruperra-st., medical officer; Digby Powell, Esq., Dock-st., solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday, 7.30 p.m., Tradesmen's Hall, Hill-st.
NEWRY.—James J. Conaghy, agent, 6, Edward-street. Meeting, Wednesday, 2 p.m., at N. U. of D. L. Hall, 45, Castle-street.
PETERHEAD.—Edward Buchan, 11, Port Henry-road, sec. Subscriptions every evening 6 to 9 p.m. Monthly meeting, U. P. Hall, first Thursday of the month.
PLYMOUTH.—F. Anderson, Trades Union Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meeting, Tuesday, 7 p.m., at office.
PORT GLASGOW.—G. McNaught, 16, East India Breast, sec.
PORTSOY.—J. Barlow, c/o Mr. Bannymann, School, Hendry-street, agent.
PORTSMOUTH.—John Farquharson, secretary, 33, Amelia-street, Landport.
ROTTERDAM (Holland).—W. Sprow, Hotel Old England, Wester Kade, No. 3, near Sailors' Home and Shipping Office, secretary.
SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.
SHARPNES.—See Gloucester.
SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-st., sec.; J. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; R. Jacks, Esq., 72, King-st., solicitor. Two general meeting nights weekly, Monday and Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary; E. Blandford, night watchman at waiting rooms, Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.
SHIELDS (North).—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.
SOUTHAMPTON.—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.
STOCKTON-ON-TES.—E. Page, sec. Meetings, Monday and Friday, at 7.30 p.m., in the Palatine Hotel.
STORNOWAY.—J. Macaskill, secretary, 11, Point-street. Meeting first Tuesday in the month, in the office, at 8 p.m.
SUNDERLAND.—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.
SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.
WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.
WATERFORD.—J. Sullivan, 82, Quay.
WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.
WEXFORD.—P. O. Dwyer, Main-street.
WICK.—A. Millar, 35, Bank-row, Pultneytown, agent.
WICKLOW.—Thomas Gregory, Main-street.
WHITBY.—Paul Stamp, agent, Fleece Inn.
WHITSTABLE.—J. Wildgoose, Harbour-street, secretary; J. Tookey, Faversham, agent.
WHITEHAVEN. }
WORKINGTON. } F. F. Gant, Maryport.
YOUGHAL.—J. Collins, Browne-street.

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SAILORS' AND FIREMEN'S UNION NOTICES.

MEMBERS ENROLLED.

WEEK ENDING SEPTEMBER 19, 1891.

ABERDEEN.—A. Stewart, A.B.; J. Mowat, A.B.; J. McDonald, A.B.

ARDROSSAN.—A. Paton, A.B.

BURNTISLAND.—J. Rodger, O.S.; A. Eliasson, A.B.; W. J. Watts, mess-room steward; G. Neilson, fireman; H. Methven, fireman; A. Back, A.B.; G. Nesbet, A.B.; T. Reilly, fireman; W. Butchard, A.B.; W. Spelman, O.S.; A. Leslie, A.B.; J. Finlayson, A.B.

BOOTLE BRANCH.—Martin Calkin, fireman; Jas. McFarlane, fireman; Hugh McIntyre, fireman; P. Mohan, fireman; Geo. Yates, A.B.; Bernard Coyle, fireman; Geo. Jones, trimmer; H. Henry, fireman; Jno. Doran, fireman; Robert Dewhurst, fireman; Pat. Mullen, fireman; Donald McDonald, fireman; John Brennan, fireman.

BRISTOL.—W. Hobbabuck, A.B.; G. Carey, A.B.; W. Godfrey, A.B.; J. Weaver, A.B.; E. Williams, A.B.

BARROW.—T. Rawlinson, A.B.

CARDIFF.—D. Mapp, fireman; A. Anderson, A.B.; W. Davies, A.B.; T. Mordant, A.B.; G. Harrow, A.B.

CORK.—H. Henderson, A.B.; J. Donovan; A. Wadick, A.B.; W. E. Helliven, steward; E. Sheehan, A.B.; J. Murphy, fireman; D. Keef, fireman; J. O'Brian, fireman; J. Jones, A.B.; J. Herbert, fireman; P. Gelardo, fireman.

GLASGOW.—Phelix Williams, fireman; John Smith, trimmer; Robert McGinley, trimmer; John Wyllie, A.B.; Aubrey Eagles, A.B.; Kenneth McKenzie, A.B.; James Kerr, A.B.; Richard Cooke, trimmer; James Hamilton, trimmer; James McQueen, trimmer; John Shaw, A.B.; George Lightbody, fireman; Frank Callaby, trimmer; D. McLaughlan, A.B.

GRAVESEND.—O. Alldridge, A.B.

LEITH.—Hugh Yarbett, trimmer.

LIVERPOOL.—S. Randles, A.B.; T. Golightly, A.B.; A. Klicoe, A.B.; Mr. McRae, A.B.; A. Pinnington, O.S.; C. Sullivan, A.B.

NORTH SHIELDS.—C. Thacks, A.B.; C. Kennedy, E.S.; S. Lanlor, A.B.; E. Seemp, A.B.; E. Kent, A.B.; R. Fletcher, trimmer; R. Watson, A.B.

SOUTH SHIELDS.—A. Mitchell, fireman; M. Harfield, A.B.; O. Carlson, A.B.; R. Batson, E.S.; J. Tennent, fireman; T. Southron; E. Ingebreton; J. Ulthorp, A.B.; A. P. Lawson; T. Hay, fireman; T. Hunter, fireman; W. Meyer, A.B.; T. Williams; M. Samuelson, A.B.; T. Cassidy, A.B.; J. Malmery, A.B.

WHITSTABLE.—J. Christensen, A.B.; J. T. Millar, A.B.; E. Dearman, A.B.; H. Watson, A.B.; T. Tobin, A.B.; A. Hook, A.B.; F. Strood, cook; W. Combes, mate; R. Clark, O.S.

TOWER HILL BRANCH.

The members of this Branch are earnestly requested to attend the meetings of their Branch meeting nights, as addresses will be delivered by influential members. Also, to be more punctual in reporting themselves in the office if they fall into arrears through illness or no fault of their own, as the rules of the Union will be strictly enforced.

Meetings of the above Branch will be held at the Liberal and Radical Registration Rooms, 465, Commercial-road, on Thursdays at 8 p.m. All members are earnestly requested to attend, and keep their contributions paid up.—J. DONOVAN, Secretary.

PORTSMOUTH BRANCH.

The seamen of Portsmouth are hereby notified that the under-signed is appointed secretary for Portsmouth, and will meet the members and those wishing to be enrolled at the "Sheer Hulk," The Hard, Portsea, every evening between 8 and 10. Branch meeting nights, every Monday evening, 8 p.m., at the same place.—All communications addressed to 33, Amelia-street, Landport.—JOHN FARQUHARSON, Secretary.

DEPTFORD AND ROTHERHITHE BRANCH.

The Secretary will be at the office at 2, Chichester-villas, Lower-road, Deptford, every evening till 8 p.m. to enrol members and receive contributions.

STOCKTON BRANCH.

Crews coming to Stockton please note that the office has been removed to 10, Thistle Green, where the secretary can be found at any time. Meeting nights, Monday and Friday, at 7.30 p.m.

DUNDEE BRANCH.

To C. Wright, 7, Robert-street, West India-road, Limehouse, London, or anyone who may know his whereabouts, please communicate with this Branch, as his services are required here.—C. W. MILLAR, Secretary.

£15 REWARD

Is offered to anyone who has been discharged or otherwise from a steamship that was passing the Lizard Point about half past eleven o'clock on Sunday night, Aug. 30, 1891, and collided with the schooner *Volunteer*, and proceeded on without offering any assistance. The above reward will be paid to anyone who will give the necessary information that will lead to the detection of the above steamer.

Information to be given to WM. V. KELLOW, Penrhan, Cornwall, shipowner; or to MESSRS. J. B. SERGANT, shipchangers, Newport, Mon.

REWARD.

LOST, by the editor of SEAFARING, in Newcastle, Sunderland, or South Shields, a photograph with the words written below, "W. Clark Russell." Any person returning the same photograph to the office of SEAFARING, 150, Minorities, London, E., will be rewarded.

NOTICE.

SEAFARING PARCELS.

As several complaints have been made that the persons to whom parcels of SEAFARING are sent do not receive them in time, and as there is reason to suspect that some persons are bribed by the seamen's enemies to cause this delay, a formal complaint and request for an explanation should be immediately addressed to the Secretary of the Railway Company carrying the parcel whenever such delay may occur.

ARCHIBALD COWIE,

Editor, Proprietor, and Publisher of SEAFARING.

Seafaring.

SATURDAY, SEPTEMBER 26, 1891

THE TRUTH OUT

Several persons have got more or less credit for the success of the Seamen's Union. Yet there is one class to which much of the success is due that has not got the credit it deserves, and that, strange to say, is the shipowning class. This may seem nonsense at first sight, but if you only think the matter over you will see that it is perfectly true. The shipowners have from first to last dealt with the Union in exactly the right way to rally the seamen round it, though that, of course, was the last thing they intended. By employing persons to malign and persecute the seamen's leaders,

the baser sort of shipowners have defeated their own purpose and gained us support which we might never have otherwise obtained. The blind and furious opposition that the Union has encountered at the hands of many shipowners, has simply caused seamen to flock into the Union and so increased its strength. Yet, like the Bourbons, the shipowners seem incapable of learning, even from so excellent a teacher as experience, for here they are calling for a reduction of seamen's wages when they ought to know that an attempt to reduce wages will simply cause all hands to man and defend the good ship Union. Said a prominent member of the Union not long ago: "The best thing that could happen to the Union would be for the owners to try to reduce the wages. That would cause every seafaring man outside the Union to rush into it." This wish has been gratified, and proofs are not wanting that the owners want to reduce the wages, though whether anything like a general attempt on their part will be made to do so we are not yet prepared to say. One of the shipowners' newspapers has, however, put forth a feeler on the subject in the shape of an article arguing that wages should fall with freights. This seamen might not object to, provided wages rose with freights—which is exactly what they do not do. It is the strength of the Seamen's Union that regulates seafaring wages, and consequently freights have nothing whatever to do with the matter. That this should be the case we do not say, but that it actually is the case cannot be denied, and it is with things as they are, not as they ought to be, that we have to reckon; and for the existing state of things the owners have themselves to thank. Had they voluntarily raised the wages when freights were high, instead of waiting till the seamen, through their own Union, compelled the owners to increase the wages, the seamen, when freights were low, might have been disposed to listen to proposals of reduction. But the facts being the reverse, the seamen will simply regard such a proposal as fresh evidence of the necessity of supporting their Union, and another proof of the designs of the Shipping Federation, and consequently seafaring men will rally round the Union more than ever. The shipowners want to make seamen believe that there are more men than there are ships for. If this were true, wages would fall of their own accord, in spite of the Union. It is evidently not true seeing the wages have not fallen. The shipowners remind us of the person who cried "Wolf" so constantly that when the wolf really came nobody took any notice. Such is their insatiable lust of gold that they have always been complaining of scanty profits, till the seamen can hardly believe their ears when freights are low. But it is not really because they cannot afford to pay the existing wages that the owners want to reduce them. It is because they know as well as the seamen that it was the Seamen's Union that raised the

wages, and they fancy that if they can succeed in reducing the wages the Seamen's Union will be crushed, and so the owners will escape the reforms which that Union is promoting. That is the truth of the matter. It has also to be noticed that the owners have carefully waited till their precious Shipping Federation has had time to establish itself before broaching the proposal to reduce wages. The Federation has been loudly protesting that it never meant to reduce wages. Now we see what these protestations are worth. For this exposure of the Shipping Federation we are indebted to the shipowners themselves, which is a very laughable fact. All along the shipowners' papers have illuded the Federation. One, while attempting to do the opposite, has made the Shipping Federation odious to all decent people. Another paper, by some astounding blundering, seems to have published as a leading article a confidential circular from the Federation confessing that its real, though secret, object was to lower wages, and that, too, at a time when the Federation was asserting that it had no such wish or intention. Now comes a third paper with a proposal to reduce the wages. Anything more blind and muddle-headed than these extraordinary tactics you could hardly find outside the broadest farce. If freights are low, and owners find it necessary to cut down their expenditure, let them, in the first place, deal with the provision scale by substituting for the present foul garbage wholesome food, which can now be had so cheap that they would effect a considerable saving by the exchange. If their blind obstinacy and absurd dread of yielding to the seamen's reasonable requests deter them from doing this, there are still other ways in which they can save money, as for instance keeping fewer carriages, or spending a few thousands a year less on riotous living, or dismissing some of the ruffians they hire to slander the Union. When they do all this, then seamen may believe that they really need to reduce wages. As matters at present stand owners get far too much, and seamen far too little, money. The seaman risks his life, while the shipowner runs no risk whatever. All possible losses are covered by insurance. He has neither to toil night and day, nor endure the hardships and privations that the seaman suffers. One of the rich shipowners spends £1,000 merely on flowers to decorate his dinner-table when giving a party, and many shipowners are wallowing in wealth and luxury, while all are infinitely better off than seamen; therefore the idea of shipowners as a class pleading poverty is utterly ridiculous. If they have lean years they have also fat years sufficiently fat to cover the lean, and it is monstrous that seamen should have to suffer for their extravagance.

THE number of visitors to the Royal Naval Exhibition last week was 84,442, making the total since the opening 1,898,022.

NAUTICAL NEWS.

THE strike of Hull dockers ended on Monday morning.

MR. JOHN M'MILLAN, shipbuilder, died at his residence, College Park, Dumbarton, on Monday.

DRINK AGAIN.—A seaman of H.M.S. *Pelican*, has committed suicide. He jumped overboard whilst crazed with drink. The body has not been recovered.

THE steamer *Volvaic*, leaving Derry, put ashore the cook, David Patterson, ill. He died before medical assistance arrived. Remains were taken to Londonderry on a cart.

ON Saturday an Austrian seaman, named Angelo Lazario, of the schooner *Alpha*, of Whitehaven, was found dead, having been stabbed and his head battered. A negro has been arrested charged with the crime.

MESSRS THOMAS M'LAREN & Co., of Glasgow, have contracted with the Irvine Shipbuilding Company to build a steel screw-steamer. The Ardrossan Shipbuilding Company are to lay down a steel screw-steamer.

THE *Prince Eugene*, from Greenock, recently arrived at Quebec, had rescued six men from a boat belonging to the fishing vessel *Latona*, having lost sight of their vessel in a fog whilst fishing off the banks of Newfoundland.

MESSRS. WM. DENNY BROS. & Co, Dumbarton, have contracted for two steel screw steamers of 3,000 tons each for a Russian firm. These make 15 steamers and 5 sailing vessels placed with Clyde shipbuilders since Sept. 1.

THOMAS MORRISON, chief engineer of the steamship *Maudie*, of West Hartlepool, was, Sept. 23, found guilty by the Bristol Local Marine Board upon a charge of misconduct, and his certificate suspended for two months.

It would seem that colour-blindness is not so widely prevalent as some people would have us believe. According to an official return just issued, of the 5,289 candidates examined last year for master's and mate's certificates in the British mercantile service, the number who failed to pass the colour test was only 63.

AT Greenock James M'Laughland, master of the yacht *Samana*, was remitted to the sheriff on the charge of embezzling funds belonging to his employer, Mr. Nairn, lunoleum manufacturer, Kirkcaldy. The accused, it is stated, received funds for the payment of the crew of the yacht, and disbursed about £14 of it for his own purposes.

AT Liverpool an inquiry by the Board of Trade, into the circumstances connected with the loss of the steamer *General Elliott*, on or near the Farinhoes Rocks, off the Coast of Portugal, on Aug. 26 last, resulted in the Court finding that the stranding of the vessel was due to the fact that the course set and allowed after passing Cape Finisterre was not made. The vessel was navigated with proper and seamanlike care. There was no default on the part of the master or officers of the *General Elliott*.

AT Liverpool, Sept. 22, judgment was delivered in the inquiry, held at the instance of the Board of Trade, into the circumstances of the stranding of the steamship *Henry*, of Liverpool, on the 14th ult., about seven miles east of Cape Prior, Spain. The Court is of opinion that the master was in default in not reducing his speed during the fog; but, having come to the conclusion that the casualty was not due to such default, but rather to an error in judgment with respect to the course actually made, the Court does not deal with his certificate.

A GOOD COOK WASTED.

She had studied not philosophy, nor had dallied with theosophy, Which often tries to lift the veil for just a little look; She avoided the piano, did Miss Ann Eliza Hannah, And devoted all her intellect to learning how to cook. With an earnest air and serious she studied stews mysterious, And mastered all the processes of making wholesome bread; Her pies were each a poem, and as she would proudly shew 'em, "Oh, how lucky will her husband be!" her friends and neighbours said. But alas! for all endeavour, that for ever and for ever Sheweth faith to be a carping fiend of disposition cruel; For the fellow that she married by dyspepsia was so harried That he wouldn't let her cook a thing but toast and tea and gruel.

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

Tower Hill and Tidal Basin Branch reports for this week had not reached us when we went to press.

At the meeting of the Green's Home Branch, held on Sept. 22, Mr. W. F. Whitehead in the chair, the financial statement for last week was read, examined, and the chairman ordered to sign same as correct. Several members brought forward SEAFARING, and a letter from last week's issue was read, signed "The Man with a Carpet Bag," and condemned. Mr. Griffiths and other members spoke very strongly on the matter. It was moved by Mr. Griffiths and Mr. Russ that the secretary write denying the statements made in last week's SEAFARING by "The Man with a Carpet Bag," and that he (the "man with the bag") be invited to the Branch meeting to express his opinions openly. The financial statement was read over, discussed, and the matter was adjourned. The nominations for three delegates to Congress were received as follows:—J. Beattie, O. Curtis, T. Hill, T. Byrne, J. Smith, and J. McDermott. The ballot will remain open till 9 p.m. on Tuesday, 28th inst. Mr. Mercer pointed out that he wished to take no part in this election. He wished to see all elections carried out on progressive and honest principles, so that those elected would really be the representatives of the majority; for that reason he asked the Branch to appoint a returning officer to conduct this election and have full charge. Mr. T. Hill, one of the candidates, thoroughly appreciated Mr. Mercer's remarks. In all actions the secretary had tried to steer a neutral course. Mr. Griffiths moved, and Mr. Croxin seconded, that the voting take place at the Branch office, and that we appoint a teller; carried. On a vote being taken, Mr. Dowle received 37 votes and Mr. Deane 28; Mr. Dowle was therefore elected polling-clerk. Nominations for committee to act with the other London Branches in making arrangements for annual general meeting resulted in the return of Mercer, Wheeler, and Whitehead. The rules will be fully considered at next meeting, and in the meantime members can look over the revised copy at the Branch office. A deputation consisting of J. Donovan, F. Fowler, Ward, Brown, and Kaylor, waited upon the Branch with reference to the unfurling of the Tower Hill Branch banner. Mr. Whitehead, Mr. Wheeler and others expressed themselves willing to do anything to assist our friends at Tower Hill in this matter. It was decided that the Branch members and officials do everything to make this benefit a success. Mr. James Hawkin (Tidal Basin) addressed the meeting, complimenting the Branch on its management, and manner of conducting its business. The meeting closed at 10.10 p.m.

MERSEY DISTRICT.

Monday, the 21st of September, broke dismally indeed over the precincts of the One and Indivisible Branch (Liverpool No. 1 Branch) of the Union. The rain poured, and the keen and searching North wind added to the discomforts of the surroundings. No doubt the weather was the cause of there being more than the usual amount of electricity in the atmosphere, and the discomforts attached to waiting around the shipping office under such conditions was the cause of the numerous pugilistic displays. On ordinary wet days, men's disputes on trivial matters may be, and often are, decided by jointly repairing to the nearest "Drunkerie" and emptying flagons, which exercise they are allowed to indulge in by friend "Bung," for shekels duly paid; but to-day, the only relief to excitable individuals appeared to be punching each other's heads, or hauling their coats off, preparatory to so doing. The clustering crimps, slinking slowly round the Home, were to the fore as usual, their obscene occupation not allowing them to take shelter from the wet weather, much as the majority of them seem to abhor clean water, let alone soap, judging from their every-day filthy, frowsy, and begrimed appearance. Foul sharks of many species cruise around on their unholy missions in squalid array, ever and anon tearing a mouthful from some foolish victim. The Home-haunting harpy is not so conspicuous to-day; she fears that the temporary deluge will ruffle her tawdry plumage. Indeed, these pilot fish of the feminine persuasion love not the light of day. They are nocturnal birds of prey—but enough of this subject. Poor Jack! he has many enemies and few friends, and the only genuine friends he has—the

Union and SEAFARING—he only half appreciates. The active and intelligent constables stationed around the Home take unflinchingly their share of the discomforts which present themselves. They have unfurled their short cloaks, which mutely demonstrates to the passing or observant ratepayer that very insufficient protection from rough weather is provided for our local Dogberries, and they deserve better treatment, at least, those that patrol around this Branch of the Union, for they have a difficult class to deal with, and appear to exercise great forbearance. Towards evening, two bums of the worst class fall out, and, strange to say, fall to; for as a rule these obscene loafers prefer filthy abuse to fist-cuffs, unless the object of their resentment is so drunk as to be incapable of retaliating. Constable — is standing about 100 yards away. His eye at once detects the fracas. He promptly grasps the situation; he knows it is good for society, and good for themselves, that these loafers should punish and hurt each other, therefore he does not impetuously rush up to separate them, but with refreshing and praiseworthy deliberation he approaches the brawlers with measured step, and separates the combatants, thus vindicating with, in this instance, laudable tardiness the majesty of the law. Anon his brother in blue approaches, and they compare notes, with the rain dismally dripping from the points of their helmets on to the points of their noses. So wanes the day, and darkness enshrouds the scene, until a brilliant illumination flashes forth from the erstwhile darkened windows of the Branch meeting rooms. 'Tis the hour of seven past noon, and the staunch and true are about to meet in conference. The Overhead Water Committee have for once departed from the evil example of their fellow blockheads on the Corporation Water Committee, and have done the right thing at the right time—that is, the clerk of the weather has turned off the water at the proper time; a wise action, which the civic fossils have not been guilty of in the memory of the oldest inhabitant. In consequence, the members soon turn in. Hopes are expressed that Bootle's worthy representative will again grace the scene, and add emphasis to the debates by his deliberate and well-weighted expressions of opinion. These hopes, however, are fated to be unfulfilled. Duty, no doubt, calls Mr. Connerty elsewhere. Some recently-from-foreign-parts-arrived members wildly anticipate that the proceedings of the evening will be stimulated and accelerated by the presence of the active and dashing Birkenhead leader, whose restless activity is beneficially exercised for the good of the Union on the Cheshire side of the mighty Mersey, but they are told that though he would be as welcome as the—shall I say, flowers in May, yet this is the Birkenhead Branch meeting night, and so, alack, it mote not be. Some night, perhaps, Mr. Kenny may find a *locum-tenens* and pay us a visit. So mote it be. The reader who has waded so far through this report in the hope of arriving at facts may say in his wrath, what was done at the meeting? Patiently, my Christian friend, let not your angry passions rise. You are like the marine surveyor's deep-sea lead in unexplored waters, which rapidly gliding through unknown depths is suddenly brought up all standing by arriving at a very solid fact, namely, the bottom. You, too, oh reader, if you have a little more patience, shall have your full of the sternest facts. Again, I might peradventure liken you unto an alluvial gold digger. Such an one who confineth himself to "pocket digging." He, good and worthy man, cheerfully digs through masses of superincumbent earth and rubbish until, if lucky, he at last, in a small "pocket" in the bluish clay, finds nestled together several nuggets, which are the reward of his toil. Fear not, then, oh fellow member, thirsting for information, you shall. I promise you, strike a "pocket" in which you shall find full information of all that was transacted at the meeting of the Liverpool One and Indivisible Branch, held on the 21st instant, for, look you, on entering the meeting room the members were confronted by a blackboard, on which was clearly set forth the business for transaction that evening, as follows: first, but no, wait a little while yet, like Rabelais, I love to be exact in details; the first board which confronted the members was one displaying the contents bill of SEAFARING. After entering and turning to the left of the corridor, the chairman's table and seat is disclosed to view, and leaning against the former, confronting the benches, was the blackboard hereinabove and aforementioned, on which was set forth, first—but stay, I did not state how it was set forth, what was set forth, and before giving you your facts "all of a heap," it is well that I should let you know that the writing was in fair bold characters, written with that unassuming, though useful article, a piece of chalk. The fair and winsome face before referred to, glancing through the red curtains from a

neighbouring window, alas, no longer gladden the eyes of the assembled members. The absence of this comfort, forces them to confine their attention to the business of the evening, which is:—(1st) Confirmation of minutes; (2nd) Reading of correspondence; (3rd) Adoption of the balance-sheet and financial statement; (4th) Passing of carpenter's bill for the quarter; (5th) Election of delegate to annual Congress; (6th) Nominations for the Executive Council, 1891-92; (7th) Debate on the annual returns of the Union; (8th) Any new business; (9th) Any complaints; (10th) Outside delegates' reports; (11th) Adjournment. And as to how these matters were dealt with, lo, is it not written in the chronicles of the Liverpool No. 1 Branch.

The weekly meeting of the Birkenhead Branch took place at the Rooms, 12, Taylor-street, on Monday, 21st inst. Mr. John Griffiths presiding. The minutes having been read, a discussion took place respecting the allegation brought by Bro. James Stanley against Bro. H. Stading and Bro. R. Harris, when it was agreed by Bro. J. W. Wright, seconded by Bro. R. Rogers, that the minutes as read be passed, with the proviso that the charges made by Bro. James Stanley against Bros. H. Stading and B. Harris are entirely without foundation; and further, that the conduct of Bros. Stading and Harris during the run of the s.s. *Ruthenia* in obeying the lawful commands of their superiors, was quite in accordance with our rules. This, on being put to the meeting, was carried with acclamation. Correspondence having been read, the financial statement for week ending Sept. 12, 1891, was submitted, and accepted as being highly satisfactory, whereupon the names of new members enrolled during the meeting were submitted and duly accepted to membership. Prior to the nominations taking place for delegates to attend the annual general meeting, it was decided that the nominations remain open till Monday, 28th inst., and also that the ballot-box be open for voting purposes during the day, in order that members who cannot possibly attend the meeting on Monday night may vote for either of the candidates already nominated. The nominations were then proceeded with, when the following were nominated:—Mr. John Griffiths, proposed by James Farrel, seconded by H. Stading; Mr. Thomas Elcock, proposed by H. Stading, seconded by R. Rogers; Mr. James Farrel, proposed by J. W. Taylor, seconded by James Shearer. No other nominations being forthcoming, the poll was taken by ballot for the above-named candidates, when the figures were:—Griffiths 6, Elcock 3, and Farrel 4. Mr. Wm. Nicholson, district secretary, read over the financial statement for 1890, at the same time explaining each item in detail to the entire satisfaction of all present, as being highly creditable to the general management of the Union under the able guidance of our indefatigable general secretary, Mr. J. H. Wilson, and his wisely selected staff of district and Branch officials. Mr. Nicholson submitted his report of the Trades Union Congress held in Newcastle, which was listened to with great attention, after which a vote of thanks was accorded Mr. Nicholson for his able address on the "Legal eight hours' enactment," and "State payment of members," when it was decided to procure 25 copies of the report of the Trades Congress. The secretary brought under notice the conduct of some members towards our outside delegate whilst in the performance of his duties, which he hoped would not again take place, and that if they at any time had reason to complain of the delegate not performing his duties satisfactorily, they should attend the Branch meetings and make their complaints in a proper manner, when he felt assured the committee would give such matters their serious consideration and unbiased judgment. Mr. Nicholson having dwelt at some length on the programme which is necessary for the Labour party to carry out at the forthcoming municipal and Parliamentary elections, at the same time explaining the aims and objects of the Labour Electoral Association, a most successful meeting was brought to a close at 9.45 p.m., after according a hearty vote of thanks to the chairman.

Now is the time for any weak-kneed members who may chance to be among our numbers to arise without delay, and place themselves in the same financial position as their fellow members, who, by dint of perseverance and explicit good faith in the basis upon which the National Seamen's Union was built, have been enabled to present a general statement of accounts for 1890, which, undoubtedly is one of the most satisfactory ever issued, forgetting for the moment it is issued from a Society which is as yet in its infancy; and from the items therein contained it would seem the lie is given to those who are ever ready to vilify the Union's position.

Bootle Branch held their usual weekly meeting on Tuesday last, the 22nd inst., Mr. J. W. McGovern in the chair. After routine business, the secretary gave an explanation of his interview

with Messrs. Allan Bros., resigning a paper against the Union by the crews of their vessels. He (the secretary) said that himself and the secretary of the Liverpool Branch were received very courteously by Mr. Allan, and when their business had been explained, Mr. Allan said that he would see that the paper was removed for the future. The secretary further explained that from information which had come to hand since the interview, he had great pleasure in stating that the crew of the last Allan steamship were not asked to sign the objectionable paper, therefore that trouble was removed. In view of the coming quarterly audit, the secretary asked for permission to engage a chartered accountant, as he thought it would be more satisfactory to the members, and also to himself, to have a registered man to go over the books. The only difficulty was, however, two members had been elected auditors for this half-year, and they might wish to carry out their duties. Mr. Hepburn moved that the secretary ascertain the wishes of the said two members, and then lay the case before the next meeting. This was seconded by Mr. Grant, and carried. A large number of the members are of opinion that a great deal of good could be done by a visit from Mr. Wilson, the general secretary, and Mr. John Burns, or Mr. Ben Tillett, or Mr. Tom Mann, if they could be induced to attend, as a great change was imminent, and if the iron was struck while it was hot, Liverpool and Bootle would become the home of Unionism. The arguments and speeches of the local leaders have become stale, and the men want something new. Mr. J. H. Wilson is the idol of the 30,000 sailors and firemen of Liverpool and Bootle, and a word from him would go further than all the speeches that the local leaders could make, and the knowing ones and those who have the interest of the Union at heart, are firmly of opinion that he, in conjunction with any of the gentlemen above-named, would make a great stir, and the consequence would be Bootle would take premier place amongst the other Branches of the Union, not even excepting the largest of them. After a lot of discussion the question of engaging a public hall for this purpose was allowed to stand over till next meeting. Mr. Wilson's views on the matter will, of course, have to be ascertained. There was another nomination for delegate to the annual general meeting, Mr. E. Pritchard being the party selected, the election of the two that the Branch is allowed will take place on Tuesday evening next. The meeting then adjourned.

GLASGOW BRANCH.

At a largely attended meeting of the Seamen's and Firemen's Union, Monday night, in the Typographical Hall, presided over by Mr. McNaught, Greenock, Mr. Cathery, organising secretary, delivered an address on the aims, objects, and present and prospective position of the Union, in which he dealt at great length with various phases of the labour question affecting the seamen of this country. The following resolution was submitted to the meeting, and carried without a dissentient voice:—"That the seamen and firemen of the port of Glasgow, in this meeting assembled, hereby pledge themselves, individually and collectively, to use every means in their power to strengthen the hands of the leaders of the Seamen's Union, believing that by these means alone we can hope to work out the emancipation of the seamen and firemen of this country and better their conditions of labour."

CARDIFF BRANCH.

The usual Branch meeting of the Cardiff section was held in the Union Home, Hope-street, under the presidency of Bro. Atkins. After the minutes of the previous meeting had been read and accepted, Bro. Stocker objected to his own election as representative on the district committee, on the ground that he was not present when so elected. It was moved, seconded, and carried unanimously, that the minute recording Bro. Stocker's election as such representative be rescinded. The same member, too, put the question as to whether the election of Mr. Fred Wilson to the secretaryship of the Cardiff Branch was in accordance with the rule of the Union, as he, the said Mr. Wilson, was not a financial member. Bro. Chubb moved, and Bro. Plaister seconded, that such question be raised "this day six months." During the discussion on the matter it was remarked by one member that on the election of officers the friendship they might individually have for any one man should not influence their conduct in the slightest degree, and that they should one and all endeavour to choose for official posts such as were thought and proved to be the ablest and fittest to do the work, and were the most disinterested in their endeavours to promote the well-being of the Union. Bro. Stocker insisted on the question being put to

the meeting there and then, and on its being so put Mr. Wilson's election to the office was unanimously ratified. The district secretary hoped that each member would throw in his lot with the secretary, and aid and assist him in every possible manner to carry on the responsible duties of his office. Bro. Chubb made a reference to the balance due to Kitscher from the superannuation grant allowed him some time ago by the Executive on account of his having lost a leg abroad. Mr. Gardner stated that he would immediately see into the matter, and have a cheque handed to this member for the balance due him. A reference was then made to the promise made by Mr. Maxwell when in Cardiff that a cheque should be sent to the Branch from head office to balance the account as between them. It was the opinion of the members that the assistant general secretary had no right to make this promise as it was beyond his province so to do. The Branch financial account was then read and adopted. It was generally felt that the account was a most satisfactory one under the circumstances. The head office balance-sheet was also read by Mr. Gardner who took occasion to remark that he believed there was no existing organisation in the world that could show such a satisfactory balance-sheet as the one he had just read. He further dilated on the advantages of centralisation, which removed the responsibility of the various Branches to one central fund, and that by this means the weaker portions could be strengthened, and the whole welded into one evenly firm and consolidated mass. Bro. Chubb asked a question relative to account owing from the Branch, and after the explanation fully and carefully given by the district secretary, who alluded to the large amount of their capital that was sunk in the splendid home and stores they had, the member declared himself perfectly satisfied and stated that he had only put the question in order to elicit the facts which had been given by Mr. Gardner, which facts would prove satisfactory to many members beside himself. Correspondence was then read, and attention was drawn to the letter from head office with instructions to choose delegates from the Bristol Channel to represent the district at the coming Congress. Mr. Gardner considered that this district should have the right of electing three representatives on the Executive, and he believed that on his putting the matter before the proper authorities this right would be granted the district. The following six members were then nominated: Bros. Stocker, Chubb, Lind, Plaister, Hatch, and Dunn, and their election will take place by ballot, ballot boxes being fixed at the offices in West Butte-street. The papers will be collected next Monday, and the three members obtaining the highest number of votes will be duly chosen as the delegates to be sent to the Congress to represent the Cardiff Branch. The meeting then closed with the usual formalities.

MONTROSE BRANCH.

A meeting of this Branch was held in their office, 17, Ferry-street, on Sept. 21, when there was a large attendance of members, Mr. John Munro, president, in the chair. The minutes having been approved of, correspondence was read, also the general statement of the funds from head office was gone into, and the members were highly satisfied with them. Then the election of an Executive Councillor was gone into. Andrew Meonachie moved that we instruct our delegate to nominate William Sharp; seconded by David Cordiner. The election of a delegate was next gone into, when Donald McLennan moved William Sharp, seconded by David Reid; unanimously carried. Then a discussion took place about the office boy being two years in the office and having to do the work while the secretary is at the dock and in Arbrogath, and receives 4s. 6d. a week. William Sharp moved that the boy receives 6s. a week; seconded by Andrew Meonachie, and unanimously agreed to. A pleasant meeting came to a close with a hearty vote of thanks to the chairman.

SUNDERLAND BRANCH.

This Branch held their usual weekly meeting Sept. 21, Mr. J. B. Lee in the chair. The secretary read a letter from the general secretary, also a letter from Mr. J. J. Benthall, relating to the case of W. Davison, who sued the owners of the s.s. *Galveston* for a month's wages as compensation for being paid off with less than one month's wages through no fault of his own. The magistrates awarded him £2 10s., and costs amounting to 17s. 6d. This is a very important decision for seafaring men, as there are thousands of seamen who lose money and lay no claim to it, simply because they do not take sufficient interest in their own affairs, nor yet listen to the officials of the Union when advised what to do. Mr. Henderson and Mr. Lonsdale, on the question of Labour candidates for local and Parliamentary bodies, pointed out the need of Trade Unionists having representatives on these bodies, and that Trades Unionism would never be complete until it is fully represented in Parliament and on local governments, where they can have a fair share in the controlling the police, and the letting of contracts. They also stated that it was the intention of the Trades Council and the Labour Electoral Association to run candidates at the next municipal elections in November. The Branch decided to discuss the question at the next two meetings, and then decide how they would support the candidates financially.

NEWCASTLE-ON-TYNE BRANCH.

A general meeting was held in the office, Sept. 18, Mr. Maskey, president, in the chair. The minutes, financial report, and correspondence were adopted after some discussion. After some private business had been transacted, it was agreed that a special general meeting be held on Friday night first, to take into consideration the proposed alterations of rules to be submitted to the annual conference to be held in London next month, and also to elect a delegate to attend the conference, and instruct him how to vote upon the various proposed alterations of rules. A vote of thanks concluded the meeting. A general meeting was held in the office Sept. 21, Mr. Maskey presiding. The correspondence and financial report for the week were unanimously adopted as read. After further business had been transacted, the meeting terminated with a vote of thanks.

LEITH BRANCH.

A special meeting, open to both Unionists and non-Unionists, was held under the auspices of this Branch in the Labour Hall on Thursday, Sept. 18. There was a very good attendance and Mr. James Skinner was called to take the chair, supported by Mr. Cathery, organising secretary of the Union, Mr. Kennedy, of the Dock Labourers' Union, and Mr. J. Brown, local Branch secretary. The following resolution was moved and seconded:—"That this meeting of seamen and firemen of the port of Leith pledge themselves to do their utmost to improve the position of the Union, as we believe it is the only way in which the sailors and firemen of this country can work out their emancipation and better their conditions of labour." Mr. E. Cathery, organising secretary, speaking in support of the resolution, urged on the men to keep together and join in the Union ranks. He traced the average wages in Britain from 1880 up to date, showing that at no time during that period had the wages been higher than since the Union started. He pointed out that men working ashore were paid 36s. for a week of 53 or 54 hours, and asked why should not sailors and firemen, who were never off duty, be paid even more. Besides, men working ashore could go home at night and enjoy a little recreation and home comforts, while sailors and firemen could not, neither did they enjoy proper rest or food. After referring to the food question, he next spoke of labour representation, urging on the men to send men to Parliament that would represent them directly, for while the shipowners had many representatives in the House, the sailors and firemen had not one, being in much the same position as the railway servants. He also referred to the deck-load and cattle ship questions, pointing out that the only way in which these matters could be remedied was to have men representing them in Parliament. The resolution was carried unanimously. Mr. Kennedy, of the Dock Labourers' Union, having been introduced to the meeting, advised them to avoid all petty disputes among themselves. He said these quarrellings reminded him of an Irishman who, being tired of his wife, married another woman, and said that when he had his first wife she was continually quarrelling with him, but when he had the two they were so busily engaged quarrelling with each other that they took no notice of him and he was left in peace. Mr. Kennedy said this was very like the position

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of the sailors and firemen, because while they were quarrelling among themselves the owners had the best time of it, but when they were united then the owners had a very bad time. He hoped they would act up to the moral of the story and keep together. The usual vote of thanks to the chairman and speakers brought a very pleasant meeting to a close.

A special meeting (in room of the general meeting which was postponed owing to the above meeting being held) was held on Friday evening in the Labour Hall. The chairman (Mr. J. Green) presided, and there was a marked improvement in the attendance compared with previous meetings, which it is hoped was the result of Mr. Cathery's excellent address, and that it will be maintained and even improved on is the wish of all the members present. The usual routine business was gone through, and correspondence read, after which there was some discussion. A subject of great importance, and which took up a good deal of time, was the question of delegates to attend the annual general meeting. After several nominations had been made it was agreed to close the nominations on Tuesday, 22nd inst., so that the vote could be taken by ballot, and that we hold special meetings for the instruction of the delegates with reference to the proposed amendments to the rules. The question of electing a trustee was referred to the committee, with full power to deal with the matter. After some discussion on subjects of interest to members locally, the meeting was brought to a close about 10.15.

SOUTH SHIELDS BRANCH.

At the usual weekly general meeting in the hall, Mill-dam, the minutes were accepted, and the weekly balance-sheet, which showed an increase of £70 16s. and sixteen new members, was read and confirmed. Correspondence was read from Mr. E. Cathery, organiser from Leith, stating that things in that port were looking smart. There was also a letter from a firm on the wage question, instructing their masters to get any men of any shape as long as life was in them to man their ships at 30s. per week, and it is hoped that the shareholders of that Company will ask the reason of their ships being stopped, and we will be able to tell them; and as their managers practise diamond cut diamond, we will use the same tools when least expected. Members see the trick, and their action is making the backsliders square up. General business was next taken, and the election of delegates for the annual Congress. Thomas Clements, John Franks, Thomas Turner, and Robert Holdforth were nominated for re-election on the Executive Council. The chairman, T. Clements, gave in his report from the Trades Congress in Newcastle, which was very satisfactory, and his report was adopted. The secretary submitted the report from the concert, and stated that the receipts were £5 3s. 6d., which did not cover the expenses. It was carried that we hand over to the National Lifeboat Institution and the Ingham Infirmary the £5 3s. 6d. equally divided, and that we pay all the expenses from our Branch fund, which finished the business of the meeting. Then the hall was opened for the members' wives and friends, who were very numerous. Mr. Chapman opened with a tune on his fiddle, then several members and their wives rendered several songs with good effect, and the hall was cleared for dancing and several games, which were heartily gone into both by old and young, and a good many smiling faces, which is one of the best signs of the times, and says much for the future of the National Seamen's Union. The happy evening was brought to a close by all hands singing "Auld lang syne." Good songs and recitations are promised for next meeting night, and it is expected that every Monday night will be as great a success as the last has been.

NORTH SHIELDS BRANCH.

At the usual weekly meeting, the president in the chair, the minutes and financial report were adopted. We had a circular from the carpenters and joiners in London, on which there was a great deal of discussion without any particular decision being arrived at. The next business was the election of two delegates for the forthcoming annual Congress. There were several nominated, and each of the men who had nominated a man was in his place to support his man by showing to the members that it was necessary to get our ablest men to represent us at the Congress, and on the Executive Council. We then went in for the remainder of the alteration of rules which was not gone into by us at a special meeting last week to discuss the alteration to rules submitted to the Congress by Branches, and also those by head office, on which there was some very heated discussion.

GRIMSBY BRANCH.

The weekly meeting was held on Monday, Sept. 21, the vice-president, Mr. Ed. Dales, in the chair. The minutes and accounts of the previous week were submitted and confirmed, on the motion of Bro. Harper, seconded by Bro. Harvey. A mass of correspondence was also read and passed. Messrs. Brown, Bolton, and Ide were appointed scrutators to count the voting for the office of secretary. The result was announced by the chairman as follows:—Bennett, 59; Harvey, 16; Brock, 5. Mr. Bennett was declared duly elected. Further nominations were then taken for delegate to represent the Branch at the annual meeting. Bro. Brock was proposed, in addition to those proposed on Monday the 15th. The nominations then closed, the candidates being Bros. Harvey, Clayton, Ide, and Brock. The final voting will take place on Monday, Sept. 28, when as many members as are at home are requested to attend the meeting. The secretary addressed the meeting, and thanked the members who had voted for their appreciation of services rendered to the Union by Mr. Bennett, of King's Lynn Branch, and hoped that they would render him every assistance in carrying on the business of the Branch. He would always have the interests of the Grimsby Branch at heart, and should watch in his future home for the reports in SEAFARING of their weekly proceedings. Their future welfare and prosperity depended greatly upon their maintaining their agreement, as that was the rock upon which their Branch was built, and so long as they worked up to that agreement and did their duty, they need not fear but what the Grimsby Branch would continue to hold the proud position in the Union which it now does, as second to none in proportion to its membership. The meeting then terminated.

DUBLIN BRANCH.

At the usual weekly meeting, Bro. J. M. Maxwell presiding, the minutes and financial account were passed, and correspondence read, including circulars from head office. After some discussion the correspondence was passed. There being no complaints, which speaks well for the way the business is conducted, and for the harmony that exists among the members, a long discussion took place on the circulars that had been read on the election of delegates to the annual general meeting to be held in London. It was proposed by Bro. Johnson, acting on the secretary's suggestion, and seconded by Bro. Swords, that Bro. Francis Roche be elected, which, when put to the meeting, was carried unanimously amidst cheers, Bro. Roche being very popular. Bro. Roche having made a suitable reply for the confidence placed in him, Bro. Murphy proposed, and Bro. Warren seconded, that Bro. Johnson be elected, which was received with cheers, he being also very popular. It was carried unanimously. Bro. Johnson then made a suitable reply. The next matter of business was the election of a delegate for the Executive Council. A very long discussion took place, and we having a great barrier in the way, viz., all our members being sea-going men, they could not get the required time. However, it was moved and seconded, and carried, that the question be left open for further consideration. Mr. Edward Donnelly, I.O.S., then spoke on the way the business was carried out, and complimenting us on the choice we had made of delegates. We had chosen two good men that would be a credit to the Dublin Branch. He also urged the necessity of our Branch, as the metropolitan Branch in Ireland, being represented on the executive council. When we elected one, let him be the very best man we had. That would give a fair representation on that most important council of the Union. (Cheers.) A short discussion of a private nature then took place, and the chairman called on Mr. Donnelly, I.O.S., to give us an account of the Trades Union Congress. Mr. E. Donnelly, I.O.S., said: I wish to point out to you one of the items that has been on for the past three years at each meeting, viz., the passing of the eight hours question. When that was brought on the first time in Dundee, only fourteen voted. It was then brought on in Liverpool last year, and carried by a majority of eight. But this year when brought on it was carried by a majority of one hundred and eighty-six. This will give you an idea of how we are improving year by year, and growing stronger in Unionism. Mr. Burt, our able chairman that presided at that great meeting of Trade Unionists, made special reference to the old theory of skilled and unskilled labour. He said it should be dropped, and we have from the *Western Mail* of the 4th inst. news that shows that Mr. Burt's suggestion is bearing fruit. The *Pall Mall Gazette* says Mr. Tom Mann will probably give up his work among the dockers that he has so long been the head of, as he

has been nominated without opposition for the secretaryship of the Amalgamated Society of Engineers. It is understood that he has accepted the position. It is a veritable revolution for the future of Trade Unionism. He (Mr. Donnelly) also pointed out the good work Mr. Wilson had accomplished, having got the Bill he drafted passed unanimously for the amending of the Jury Laws. Mr. Donnelly then referred to an account of an interview between a representative of the press, and some of the Shipping Federation. They were growling about the wages being too high and talking about lowering them. They did not think 19 per cent. enough seemingly. That would show seafaring men the vital necessity of combining more than ever. The Federation a few months ago were preaching to the public, and leading the public to believe that they never intended to cut down the wages. But they are now showing their hands in their thorough colour. He also very ably referred to the meeting of the Shipping Federation held in London on the same question. They say they only want men to fulfil their contracts. They are talking about the freights being low, but whose fault is that, not ours surely. They say that ships that are being built now with improvements can earn more. Well, we are glad to hear it, as it was time long ago that some of the old hulks that now go to sea were put by as useless. He also referred to another meeting held on the Tyne to have a uniform rate of wages. We are quite agreeable so long as that rate is not lower than the present rate. It should have an upward tendency rather than a lower. He wished to impress the great necessity of Union men keeping sober and going to their work sober, so that we could always guarantee our men. But we were prepared to fight to the last drop of our blood. He also conveyed Mr. Lee's regards to the Dublin Branch. The chairman having addressed a few remarks, the meeting terminated.

MIDDLESBROUGH BRANCH.

This Branch held their general meeting on Monday, Sept. 21, Mr. James Mucklow presiding. William Egerton was accepted into this Branch as trimmer. The minutes were then read and confirmed, and correspondence was read from head office, Middlesbrough Trades Council, and from the carpenters and joiners at present on strike in London, to whom it was decided to forward a donation of £1. It was also decided to forward £150 to head office. The election of delegates to annual meeting then took place, six members being nominated. Mr. Robinson and Mr. James Mucklow (the president) were elected as delegates from this Branch. Nominations were also taken for the Executive Council. Six nominations were received, from which a final selection will be made at next meeting. It was also decided to take part in the annual Trades Demonstration in aid of the medical charities of the town, which takes place on Sunday, Sept. 27, when all members are requested to attend. After further business had been attended to, the meeting adjourned. Shipping still quiet here.

SOUTHAMPTON BRANCH.

A special meeting of the above took place on Monday for the purpose of electing a delegate for the Annual Congress. Before the election began the secretary introduced a member of the Newry Branch who had applied to him for assistance to enable him to go to London to his friends, he having been put ashore sick at Weymouth. The secretary stated that he had already given the member two shillings for food and a bed that night, and as his card appeared to confirm the member's statement, it was voted by the members present that his fare be paid to London next morning, and also the sum of 2s. 6d., to include that given by the secretary. The election of a delegate for Congress came next, when the chairman, Bro. Glew, and the vice-chairman, Bro. Langford, were nominated, and the voting favoured Bro. Glew by two votes. Bro. Langford was then proposed for the Executive Council, and it was carried unanimously, and after some of the proposed alterations were discussed and the distressed brother had returned thanks to the officers and members of the Branch, the meeting was brought to a close.

The weekly meeting was held on Tuesday, Bro. Glew in the chair. The secretary read the income and outlay, which was adopted. The outside delegate, Bro. Chappel, gave his report and stated that he had received for the banner from *s.s. Scot*, 14s. 2d.; from *Moselle* seamen, £1 1s. 6d.; from firemen, £1; making a total of £15 3s. 6d. The discussion on the agenda was continued and votes taken on the same, and after exhaustive discussions on it the meeting was brought to a close.

NEWRY BRANCH.

The usual weekly meeting of this Branch was held on Wednesday, the 16th inst., at the Union Hall, 45, Castle-street. There was a fair attendance. In the absence of the chairman, Mr. E. Donnelly, I.O.S., was voted to the chair, and in a very spirited and encouraging address, opened the meeting. The minutes and financial statements were then adopted as satisfactory. The secretary stated that he had just received an advanced proof of the annual report, which was gone into and commented on, and which gave general satisfaction. The chairman (Mr. E. Donnelly) then again addressed the meeting, speaking forcibly upon the benefits of Unionism, and earnestly advising them to stand firm to their organisation. He also spoke of the success of the Trades Union Congress, and referred to the agents of the Shipping Federation. He said they might never expect any protection from that body. It was then resolved that we stand firmly by our Union, and call upon all our brother members of this Branch to pull themselves together again and show to the world that Newry is what it always was—a good Union port. The secretary referred to a number of boats trading to and from this port which were manned by scabs. He said Branch secretaries on the other side should keep a look-out for them, as by doing so they will greatly assist this Branch. They have red, white, and blue bands on the funnels. After the transaction of some ordinary business, a vote of thanks to the chairman brought the meeting to a close.

ABERDEEN BRANCH.

The usual weekly meeting of the Branch was held on Monday, Sept 21, Mr. R. Fraser, president, in the chair, there being a good attendance of members. The minutes of former meeting were read and approved, correspondence was next read and disposed of. The election of delegates to annual meeting is a matter of considerable importance. Two meetings have been held over it, and another is ordered for Saturday first at 4 p.m. when it is hoped a final decision will be arrived at. The annual report was next gone into by the secretary, and a large part of it was overtaken; the other portion will be resumed next meeting night. The secretary further reported a bit of petty tyranny exercised on one of the members. After due consideration the secretary was instructed to take proceedings against the offender. There being no further business it was proposed that when there was time we should have a few songs sung at our Branch meetings, and to show a good example the chairman led off with a good swinging song, followed by the secretary, who afterwards told the story of the "Kilt," which created some amusement. The meeting then adjourned when every man could have hugged his brother.

DUNDEE BRANCH.

The weekly meeting of this Branch was held Sept. 21, Mr. James Jenkins, president, in the chair. The minutes and income and expenditure of the previous week having been adopted, correspondence was read from South Shields, Aberdeen, Burntisland, and Methil. The letter from Methil was to the effect that a member who had been sent from this Branch to join a vessel there had misconducted himself to such an extent that the mate of the vessel ordered him to pack up his kit and leave, and then the mate engaged a non-Unionist to go in his place, thus disgracing the Union. This conduct was fully discussed by the members, with the result that a motion was passed to have him to attend a future meeting, and give an explanation of his conduct. Nominations for the Executive Council were then taken, when Mr. A. McDonald was unanimously re-elected as a candidate for that office. Nominations for delegates to attend the Annual Congress were next on the board, when John Smith was nominated as a delegate. No further nominations being forthcoming, further nominations have been postponed until next week, when nominations and elections will take place. The suggested alteration of the rules was next discussed, after which the meeting terminated.

A BOARD of Trade inquiry was held at the Hull Town Hall on Sept. 8, 9, and 10, into the circumstances of the collision in the North Sea in October last between the Goole steamer *Ouse* and a vessel unknown, by which the latter is believed to have been lost with all hands. The Court gave judgment to the effect that, seeing that a good and proper look-out was not kept, it could not be said that the *Ouse* was navigated with proper and seamanlike care. The master was not, but the chief officer was, in default, and the Court suspended his certificate for six calendar months.

HOMEWARD BOUND.

The following have been reported homeward bound since our last report:—

Antenor s left Suez Sept 17, for Liverpool
Angola s left Grand Canary Sept 18, for Liverpool
Ass-yre s left Colombo Sept 9, for London
Ashmore left Lyttelton Sept 9, for London
Austral s left Albany Sept 13, for London
Arabia s left Calcutta Sept 16, for London
Ardaubhan s left Philadelphia Sept 10, for Glasgow
Amaranth s left Montreal Sept 17, for Glasgow
Annie M. Small left New York Sept 8, for UK
Antarctic to leave Tait Sept 11, for UK
Arracan s left Rangoon Sept 13, for UK
Adele left Brunswick Sept 14, for UK
Abyssinia s left New York Sept 17, for UK
Amethyst s left Galveston Sept 16, for UK
Ascania s left Baltimore Sept 7, for UK
Adventure s left Baltimore Sept 17, for UK
Arab s left Cape Town Sept 14, for Southampton
Brandenburg s left Maranham Sept 17, for L'pool
Basil s left Madeira Sept 17, for Liverpool
Belgravia s left Colombo Sept 9, for London
Buenos Ayres s left Montreal Sept 17, for Glasgow
Bengore Head left Baltimore Sept 12, for Dublin
Belle of Oregon left Philadelphia Sept 11, for UK
Bayonne s left New York Sept 16, for UK
Bracadale s left Baltimore Sept 16, for UK
Catalonia s left Boston Sept 13, for Liverpool
Circassia s left Quebec Sept 13, for Liverpool
City of Paris s left New York Sept 16, for L'pool
Cephalonia s left Boston Sept 19, for Liverpool
City of Dundee s left Bombay Sept 19, for L'pool
Cariganshire s left Perim Sept 7, for London
Culgoa s left Suez Sept 10, for London
Clan Cameron s left Suez Sept 12, for London
Clan Drummond s left Marseilles Sept 9, for London
Clan Macarthur s left Suez Sept 14, for London
Coptic s left Rio Janeiro Sept 16, for London
Clan Alpine s left Suez Sept 17, for London
City of Oxford s left Suez Sept 16, for London
Clan Forbes s left Aden Sept 14, for London
Clan Macpherson s left Aden Sept 17, for London
Canton s left Suez Sept 17, for London
Clan Maclean s left Suez Sept 17, for London
City of Perth s left Colombo Sept 14, for London
Clan Macgregor s left Calcutta Sept 15, for London
Chusan s left Colombo Sept 15, for London
City of Bombay s left Calcutta Sept 17, for London
Ching Wo s left Nagasaki Sept 17, for London
Clan Mackinnon s left Madras Sept 18, for London
Canadian s left Philadelphia Sept 12, for Clyde
Colina s left Montreal Sept 10, for Glasgow
Corina s left Montreal Sept 15, for Glasgow
Closeburn left Cape Town Sept 16, for Glasgow
City of Gloucester s left New York Sept 11, for UK
Cadiz s left Baltimore Sept 11, for UK
Croma s left Norfolk Sept 11, for UK
Cheruskia s left New Orleans Sept 14, for UK
Cremon left Boston Sept 14, for UK
Charles Davenport left Brunswick, Ga., Sept 16, for UK
Craigside s left New Orleans Sept 16, for UK
Cardiff Castle left Philadelphia Sept 18, for UK
Olio s left Malta Sept 19, for Hull
Cape Vincent left Calcutta Sept 12, for Hull
Canova at N. Sydney Sept 2, for Plymouth
Denmark s left New York Sept 14, for Liverpool
Diomed s passed Gibraltar Sept 18, for London
Duke of Devonshire s left Port Said Sept 11, for London
Duke of Sutherland s left Rio Janeiro Sept 13, for London
Dunera s left Aden Sept 18, for London
Dorunda s left Rockhampton Sept 18, for London
Dominion s left Quebec Sept 10, for Avonmouth
Ealing s left Galveston Sept 10, for Liverpool
England s left New York Sept 12, for London
Elderslie s left Port Chalmers Sept 11, for London
Eider s left New York Sept 12, for London
Entora left San Francisco Sept 13, for Channe
Edward D. Jewitt left New York Sept 7, for U
Beta s left Galveston Sept 10, for UK
Edith left Quebec Sept 8, for Barrow
Eastgate s left Montreal Sept 7, for Cork
Ebros left Kurrachee Sept 17, for Hull
Flaxman s left New York Sept 11, for Liverpool
Falshaw s left Philadelphia Sept 14, for U K
Falls of Halladale left San Francisco Sept —, for U K
Fernside s left Baltimore Sept 8, for U K
Finsbury s left Philadelphia Sept 8, for Limerick
Gulf of Lions s left Las Palmas Sept 15, for L'pool
Georgian s left Boston Sept 16, for Liverpool
Germanic s left New York Sept 15, for Liverpool
Gallia s left New York Sept 16, for Liverpool
Glenavon s left Port Said Sept 6, for London
Glenlyon s left Suez Sept 11, for London
Glenogle s left Singapore Sept 12, for London
Garth Castle s left Cape Town Sept 9, for London
Gallego s left Philadelphia Sept 11, for U K

Highland Scot s left St Vincent Sept 13, for L'pool
Hildegard s left Buenos Ayres Sept 11, for L'pool
Haytian s left New Orleans Sept 11, for Liverpool
High and Prince s left Norfolk Sept. 4, for London
Hawkes Bay s left Sydney NSW Sept 11, for London
Helvetia s left New York Sept 15, for London
Hangesund s left New York Sept. 12, for U K
Holkar s left Philadelphia Sept 11, for U K
Hilda left Brunswick Sept 14, for U K
Inchmarlo s left Suez Sept 7, for Liverpool
Inventor s left New Orleans Sept 11, for Liverpool
Indiana s left Philadelphia Sept 9, for Liverpool
Inchborva s left Baltimore Sept 15, for Liverpool
Juno elrd at Quebec Sept 7, for Liverpool
India left Iquique Sept 15, for Channel
Ilma left Savannah Sept 18, for U K
Junna s left Suez Sept 16, for London
Jason s left Suez Sept 8, for London
Jelunga s left Ootkown Sept 10, for London
Jomfraland s left New York Sept 5, for U K
Kirby Hall s left Bombay Sept 10, for Liverpool
Kansas s left Boston Sept 19, for Liverpool
Karamania s left Gibraltar Sept 14, for London
Kintuck s left Colombo Sept 15, for London
Kaiser-i-Hind s left Malta Sept 15, for London
Keenum s left Shanghai Sept 17, for London
Kenilworth s left Baltimore Sept 11, for U K
Kingdom s left New York Sept 17, for U K
King Alfred left Ferdinandina Sept 17, for Garston
Lagos s left Lagos Sept 11, for Liverpool
Lake Winnipeg s left Quebec Sept 16, for Liverpool
Lanfranc s left Para Sept 18, for Liverpool
Lancashire s left Perim Sept 18, for London
Ludgate Hill s left New York Sept 14, for London
Lynchurst left Norfolk Sept 7, for U K
La Hesbaye s left New York Sept 11, for U K
Lynwood left New York Sept 18, for U K
Loch Etive s left Calcutta Sept 11, for Barrow
Llandaff City s left New York Sept 14, for Bristol
Lottie Stewart elrd at Philadelphia Sept 7, for Limerick
Leibnitz s left Bahia Sept 11, for Southampton
La Plata s left Santos Sept 13, for Southampton
Magellan left St. Vincent Sept 18, for Liverpool
Methley Hall s passed Sagres Sept 18, for L'pool
Mandingo s left Lagos Sept 11, for Liverpool
Majestic left Calcutta Sept 15, for Liverpool
M-nelaus s left Suez Sept 2, for London
Manora s left Naples Sept 15, for London
Moyune s left Hong Kong Sept 18, for London
Montana s left Baltimore Sept 11, for London
Mirzapore s left Colombo Sept 16, for London
Mustaja left Buenos Ayres Sept 14, for Falmouth
Mondego s left Sydney, CB, Sept 14, for Dundee
Marchioness s left New York Sept 11, for U K
Munster left New York Sept 18, for U K
March s left New Orleans Sept 16, for UK
Medway s left Barbadoes Sept 14, for Southampton
Moor s left Cape Town Sept 16, for Southampton
Magdalena s left St Vincent Sept 18, for Shanton
Nevada s left New York Sept 13, for Liverpool
Nomadic s left New York Sept 15, for Liverpool
Ning Chow s left Suez Sept 10, for London
Nestorian s left Boston Sept 15, for Glasgow
Ottoman s left Boston Sept 15, for Liverpool
Oregon s left Father Point Sept 18, for Liverpool
Oceana s left Suez Sept 14, for London
Orotava s passed Perim Sept 16, for London
Ohio s left Baltimore Sept 11, for U K
Oka s left Philadelphia Sept 11, for U K
Orbo s left Galveston Sept 12, for U K
Oaklands s left New Orleans Sept 16, for U K
Potosi left Monte Video Sept 17, for Liverpool
Peter left Northport Sept 6, for Liverpool
Pelican s left Perim Sept 7, for London
Peninsular s left Suez Sept 14, for London
Petroclous s left Suez Sept 20, for London
Pegu s left Aden Sept 20, for London
Parramatta s left Colombo Sept 17, for London
Pallas s left Calcutta Sept 16, for London
Pacific left Buenos Ayres Sept 14, for Falmouth
Pomeranian s left New York Sept 10, for Glasgow
Prince Eugene left Quebec Sept 17, for Greenock
Parkfield s left Baltimore Sept 11, for U K
Rufford Hall s left Perim Sept 16, for Liverpool
Rydal Hall s left Colombo Sept 16, for Liverpool
Robert Harrowing s left New York Sept 12, for U K
Red Sea s left Norfolk Sept 11, for U K
Recta s left New York Sept 14, for U K
Spenser s left St Vincent Sept 12, for Liverpool
Specialist s left Malta Sept 10, for London
Saturn left New York Sept 14, for U K
St. Dunstan left Philadelphia Sept 14, for U K
Sovereign left Savannah Sept 16, for U K
Sir Garnet Wolseley s left Norfolk Sept 11, for Hull
Traveller s left Suez Sept 16, for London
Teucer s left Singapore Sept 14, for London
Tilde left Philadelphia Sept 18, for U K
Telefon left New York Sept 18, for U K
Umbria s left New York Sept 19, for Liverpool
Yucatan s left New Orleans Sept 12, for Liverpool
Zeocle left Baltimore Sept 9, for U K
Zampa s left Suez Sept 7, for Hull

A HINT TO CONTRIBUTORS BY OUR MAD COMP.

O, why don't people form their a's
And finish off their b's?
Why do they make such crooked c's
And such confounded d's?
Why do they form such crooked e's
And f's with ague fits?
Their g's and h's are too much
For any printer's wits.
What a human eye is without sight
Is an i without a dot.
J's are such curious looking things,
We recognise them not.
K ought to stand for cussedness,
But comes in well for kick.
L's and m's are mischievous.
When n's just raise Old Nick.
O's are rarely closed at all,
And p's are shaggy things,
Q's might as well be spider's legs,
And r's mosquito wings.
Some people make a passing s
Who never cross a t;
Others use the self-same strokes
To form a u or v.
W's get so strangely mixed,
X's seem on a spread;
Y is a skeleton on wires,
Zounds how we growl at z!
Yet, just think what typos get
From drivers of the quill!
They call us such a careless set,
And scribble on at will.
Well, they will scribble, and we must growl
And vainly try to please
Till they go back to school and learn
To make their a b c's.

ONE OCCASION HE COULD RECALL.

Two men who were travelling over the Michigan Central road the other day had struck up an acquaintance, and after talking for some time on general matters their conversation took on a semi-confidential tone not infrequently adopted by business men under like circumstances.

"I feel mighty good to-day," said one of them, slapping himself on the legs, "mighty good. I've just about completed a very neat little bit of business. I'm in the fire-hose line, and I don't believe there's a business in the world like it for competition, red hot all the time. Well, I learned by sheer accident last week that this town we're coming to was going to buy a lot of hose. I slipped up here very quickly, fixed one of the Councilmen, and we just prevented the other boys from getting any information whatever. The Council's going to decide on the matter to-night, and there ain't a fire-hose man in the whole country that knows anything about it but me. I've got a regular walk over. I dunno, somehow when a feller has successfully worked a scheme like that, it makes him feel great. Does me, anyway."

"Do you know what I do when I feel as you do now?" asked his companion quietly.

"No."

"I recall as vividly as possible some occasions on which I've made a big fool of myself. We've all done that, you know, and it sort of prevents the swelled head to think of it at times. Kind of brings a man down to the proper level. Don't you think it's a good idea?"

"Maybe," said the other, "but I don't happen to recall such an occasion just this minute. Well, good-bye, I get off here. You go right through, I believe."

"I intended to," was the reply, "but after the information you've just given me I believe I'll step off here too. I'm a manufacturer of fire-hose myself."

And as they walked down the aisle the first speaker looked as though he had recalled an occasion just that minute after all.—*Detroit Free Press.*

Mr. Hunnimune: "Now, as we are going to start housekeeping, Ethel, we should begin right. Order, you know, is Heaven's first law, and there must be a head to every house, so—" Mrs. Hunnimune: "That's all provided for George. Mother's coming to live with us."

Lawyer Badger: "And you think that you are competent to judge between a well authenticated rumour and one which is baseless and foolish?" Witness: "I believe I can." "Please illustrate your definition of the two" (sarcastically). Witness: "If I should be told that you were a lawyer, that would be a baseless rumour. Were I told that you were regarded as an ass I should estimate that as a well-authenticated rumour." The crier: "Silence in the court."

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